

Stacks - S.B.T.



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SAE: Society of Automotive Engineers, Dept. HSL, 400 Commonwealth Drive, Warrendale, Pa. 15096. Order by title and SAE report number.

TRB: Transportation Research Board, National Academy of Sciences, 2101 Constitution Ave., N.W., Washington, D.C. 20418.

CONTENTS

	Page
The National Highway Safety Needs Report — Executive Summary.....	A 1
Abstract Citations.....	1

ABSTRACT CITATIONS

AUTOMOTIVE FUEL SAVINGS THROUGH SELECTED LUBRICANTS

A vehicle track test, using 1975 model full-size sedans (with 350 cubic inch, V-8 engines), demonstrated increased gasoline engine fuel economy (0.5 to 2.7%) under both cold start and warm engine conditions when a selected combination of engine oils and power train lubricants were used. The engine oils, automatic transmission fluids, and rear axle lubricants were chosen based on engine dynamometer and road simulator screening tests. Significant fuel economy improvements (2.3%) for 10 W-40 oils over a 40 baseline were measured in steady state engine dynamometer tests. Synthetic base stocks did not improve fuel economy over mineral oil base stock for new engine oils in steady state laboratory dynamometer tests. Potential advantages of synthetics should be investigated. A special high density automatic transmission fluid showed improved fuel economy in steady state laboratory dynamometer and vehicle road simulator tests. Axle efficiency responded to lubricant viscosity and performance additive selection. A fuel economy track test showed greater fuel savings for selected lubricants under cold start conditions over warm engine conditions. Linear regression analyses of fuel economy variables showed significant ambient effects on fuel economy. Included as appendices are: the track test procedure; the fuel economy track test, predicted fuel consumption and ambient conditions; and test procedures for engine friction horsepower, automatic transmission fuel consumption, and engine fuel consumption for a 455 cubic inch V-8 engine, engine fuel consumption for the 302 cubic inch V-8 engine, road simulator fuel economy, and axle efficiency.

by William B. Chamberlin; Thomas J. Sheahan
Lubrizol Corp.

Rept. No. SAE-750377 ; 1975 ; 23p 13refs
Presented at the Automotive Engineering Congress and

Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

PREDICTING THE SHEAR STABILITY OF MULTIGRADE ENGINE OILS FROM BENCH TESTS

Engine oil shear stability data from six U.S. and two European car fleets have been obtained using 13 American Society for Testing and Materials (ASTM) Reference Oils. Four types of laboratory bench tests and three different laboratory tests were evaluated in the initial program. While several bench tests appear to be quite promising, none has been able to predict the shear stability of two problem oils, ARO-109 and ARO-106, satisfactorily. European cars, having a common oil charge for both the engine and the transmission, shear the oils substantially more than cars with separate engine and transmission sumps. Preliminary data indicate that the ability of the diesel injector rigs to predict the shear stability of an oil in service can be improved by operation at higher temperatures and higher pumping rates. Single-cylinder motored engines may be suitable for predicting the shear stability of an oil. Data obtained with a Tapered Bearing Stability Tester show a high degree of correlation with the fleet data from conventional cars. The ASTM shear stability program has shown that several laboratory methods can predict the shear stability of

an oil much better than the Sonic Shear Method, the one most frequently used. Closer ASTM cooperation with the Commission of the European Communities and the Institute of Petroleum would be beneficial. A calculation of repeatability and reproducibility from the analysis of variance results from single-cylinder motor engine tests is included.

by R. M. Stewart; M. L. McMillan
Gulf Oil Corp., Gulf Res. and Dev. Co.; General Motors Corp., Res. Labs.

Rept. No. SAE-750378 ; 1975 ; 16p 11refs
Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

AUTOMATIC TRANSMISSIONS FOR PASSENGER COACHES [BUSES]

Since the first passenger coaches were built in the 1900's coach manufacturers have sought better engine-transmission combinations and arrangements in order to improve performance, operation, and passenger convenience. The Detroit Diesel Allison has recently developed two new automatic transmissions, the HT 740 and the V730, for passenger buses. These transmissions each have two different versions which facilitate their usage with both diesel and gas turbine engines. The diesel engine versions use the hydraulic torque converter to provide good torque multiplication for vehicle start-up operation and to ensure smoothness during range shifts. The gas turbine versions use a clutch-coupling device which retains the ability to achieve turbine engine stall characteristics even when maintaining a minimum idle speed. Included are illustrations of various transmission types and graphs that demonstrate transmission characteristics.

by R. H. Schaefer; D. L. Robinson
General Motors Corp., Detroit Diesel Allison Div.

Rept. No. SAE-750381 ; 1975 ; 16p
Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

A TEST PROCEDURE FOR EVALUATING TEMPORARY-SHEAR LOSS OF ENGINE LUBRICANTS

Temporary shear loss characteristics of multigraded engine oils were measured in a newly developed engine (1972 455 cubic inch) oil pump rig. Test equipment consisted basically of a fluid sump, pump intake piping, motor-driven pump, oil filter, throttling valve, flow meter, and heat exchanger. Flow rate repeatability for the oil pump system was determined over the range of interest using various combinations of pump speed (500 and 1350 rpm) and discharge pressure (10, 22, 40, and 60 pounds per square inch) at 210F. The oil pump rig was calibrated using various Newtonian oils. It is concluded that: the temporary shear loss within the polymethacrylate family of VI improvers increases smoothly with increasing molecular weight; when comparing various types of polymer chemistry, there is no relation between permanent and temporary shear characteristics of VI improvers; the degree of temporary shear

loss of VI improvers may either increase or decrease with the temperature, depending on polymer chemistry; and high temperature, high shear viscosity is a function of the combined effects of kinematic viscosity and temporary shear loss effects.

by R. L. Stambaugh; R. J. Kopko

Rohr and Haas Co.

Rept. No. SAE-750379 ; 1975 ; 11p 22refs

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

HS-017 779

A JOINT VENTURE OF RECYCLING IN PLANT WASTE OILS

A joint venture by the Chrysler Corporation and the Booth Oil Company for recycling waste oils is discussed. A historical description of the plant (from which the oil is recycled) facilities and operations from 1960 to 1965 (the year the joint venture was conceived) is provided and subsequent plant expansions and improvements are described. The logistics and economics of the joint venture are also considered. Several benefits have been derived: a legal and ecologically sound means of waste oil disposal; a definite cost saving in product procurement; increased pump life because of improved anti-wear characteristics of the re-refined oil; and a guaranteed source of supply.

by Joseph A. Oster; George T. Booth, Jr.

Chrysler Corp.; Booth Oil Co., Inc.

Rept. No. SAE-750388 ; 1975 ; 6p 2refs

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

HS-017 780

WASTE OIL MANAGEMENT FROM SUMP TO END USE--A STATUS REPORT

Waste oil recovery practices are discussed and evaluated. The following aspects of waste oil production, disposal, and/or use are considered: oil use and consumption; waste oil output; waste oil as a fuel; reason for reprocessing lubrication oils; waste oil reprocessing; problems involved in recovering and reprocessing; and goals for the future. Calculations are provided for: waste oil input and output by use (millions of gallons per year); typical waste automotive oil composition; waste oil physical and chemical analysis; and waste oil refinement process comparison (for the acid/clay process, the solvent extraction/acid/clay process, the distillation/clay process, and the distillation/hydrotreat process).

by Peter B. Lederman

Environmental Protection Agency

Rept. No. SAE-750387 ; 1975 ; 8p 27refs

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

HS-017 781

AIR CONDITIONING--THE INTEGRATED SYSTEM

Environmental control system components and their effect on air-conditioning as an integrated system are reviewed. The

evolution of cooling systems, system requirements, the airflow, and the refrigerant cycle are discussed. Sample calculations for the design of a theoretical air conditioning system (for the evaporator, motor blower, compressor, condenser, expansion valve, and the real air-cooling system) are provided. With the increasing usage of integral environmental-control systems providing heating, cooling, and dehumidification, it is necessary to use the full-system approach in the design.

by Ronald J. Brooks

Kysor Industrial Corp., Kysor of Byron Div.

Rept. No. SAE-750401 ; 1975 ; 7p 3refs

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

HS-017 782

AN EVALUATION OF TRANSIT BUS AIR CONDITIONING SYSTEMS

A study conducted to evaluate present transit bus air conditioning systems and to present some concepts for future vehicles is presented. Various cooling load requirements are examined and related to present air conditioning systems. Vehicle tests are conducted in test cells where ambient temperature may be regulated. Water tanks with immersion heaters (for latent heat) and light bulbs (used for sensible heat) are distributed throughout the vehicle interior and may be adjusted to any desired vehicle interior temperature and humidity conditions. Thermocouples are located at numerous locations in the vehicle including head level, seat level and floor level at driver's compartment, front, center and rear of vehicle. The engine is operated at four different speeds: low speed idle (450 rpm), high speed idle (800 rpm), mid-range (1500 rpm), and high speed (2150 rpm). The effects of air ducting and temperature distribution are evaluated and suggestions are presented for improving both items. Recommendations are made for going to a dual ducting system or a more desirable compromise for air ducting. Also discussed is the need for decoupling the compressor from the engine because of the levels of vibration generated from the engine. It is suggested that V belting would accomplish this and would allow for the compressor to be driven at different speeds.

by Ronald D. Lemke

Thermo King Corp.

Rept. No. SAE-750402 ; 1975 ; 11p 3refs

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

HS-017 783

THE ROVAC AUTOMOTIVE AIR CONDITIONING SYSTEM

A new automotive air conditioning system (the ROVAC system), a combination rotary compressor/expander unit that employs air as the refrigerant, is described. Prototype modeling, design, fabrication, laboratory testing, and field testing in a full size four door 1973 Dodge Coronet are presented. Schematics of the ROVAC system are provided. It was found that the prototype system installed in the Coronet produced delivered cooling capacity on the order of one to one and a half tons per thousand rpms and delivered coefficients of performance at relatively high humidity levels (150-180 grains of

by Thomas C. Edwards

Rovac Corp.

Rept. No. SAE-750403 ; 1975 ; 11p 3refs

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

HS-017 784

COST AND ENERGY CONSERVATION WITH POWDER METALLURGY

The application of the P/M and P/F methods of powder metallurgy in the production of automotive parts is investigated and compared to the conventional methods of casting and forging, with special attention paid to the areas of cost and energy conservation. The cost and energy consumption of P/M parts is considered for the timing chain sprocket and the transmission clutch hub. The cost and energy consumption of P/F parts is considered for connecting rods and the differential pinion. The feasibility of producing heavy parts by the P/M method is discussed. It is concluded that: for light parts (200-500 grams), significant cost and energy savings can be realized by using the P/M method; the P/F method using pure iron powder to make light parts has these same advantages, but the P/F method using alloyed steel powder does not have any cost benefit; in heavy parts over 800 grams there is no cost advantage in using the P/M method; and in order to make it possible and practical to produce heavy parts by the P/M method as well as relatively light gears by the P/F method, a low cost powder must be developed.

by K. Imahashi; T. Suzuki; C. Tsumiki

Toyota Motor Co., Ltd. (Japan)

Rept. No. SAE-750409 ; 1975 ; 10p

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

HS-017 785

THE ECONOMICS OF CONVENTIONAL P/M [POWDER METALLURGY] PARTS PRODUCTION IN THE U.S.

Information on powder metallurgy (P/M) process costs are presented so that the manufacturing costs for P/M parts might be estimated. Estimating steps include: examining the proposed P/M part (mechanical properties, anti-corrosion provisions, assembly methods, operating temperature, electric or magnetic properties, secondary machining, and hardening and carburizing); general design considerations (design guide, and tolerances); material costs and average part costs; cost estimate form; costs for specific operations (raw materials, pressing or molding costs, sintering costs, coining and repressing charges, machining costs, heat treating costs, finishing operations and quality control); and tooling costs. Some design guide illustrations, cost statistics, and a sample cost estimate form are presented. A graded series of illustrated

Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

HS-017 786

SULFURIC ACID EMISSIONS FROM AN OXIDATION-CATALYST EQUIPPED VEHICLE

A 1973 Ford Torino with 351 cubic inch V8 engine and 1975 emission controls including monolithic noble metal catalysts was used to examine the effects of vehicle operating variables on sulfuric acid (H₂SO₄) exhaust emissions. The vehicle was operated with or without catalysts on a chassis dynamometer, at 60 mph and on an urban driving cycle (the 1975 Federal Test Procedure). Sulfur dioxide and H₂SO₄ were collected by a condenser coil with hydrogen peroxide bubblers in series sampling from a dilution tunnel. Filter samples were collected from the tunnel for total particulate mass, sulfate, and pH measurements. The size distribution of the exhaust sulfate particulates was investigated by cascade impactor. It was found that: at 60 mph, 36% of the fuel sulfur was emitted as H₂SO₄; on the urban driving cycle, the figure was 10 to 24% depending on prior operating history, with small differences between cold and hot-start and between transient and stabilized phases of the cycle; sulfur storage in the converter was minor; the emitted H₂SO₄ was composed primarily of droplets smaller than 0.3 micrometers; and without catalysts, emission of H₂SO₄ is less than one percent of the fuel sulfur.

by Frederick A. Creswick; Ellsworth R. Blosser; David A. Trayser; John F. Foster

Battelle's Columbus Labs.

Rept. No. SAE-750411 ; 1975 ; 12p 15refs

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

HS-017 787

CONTROL OF THE SUBWAY ENVIRONMENT

Environmental control in the subway portions of rapid transit systems is discussed. Some earlier rapid transit systems (New York, Boston, Chicago, and Toronto) are considered and some of the new generation of rapid transit systems (the San Francisco Bay Area Rapid Transit System, the Port Authority Trans Hudson System in New York and New Jersey, and systems in Montreal, Canada, Atlanta, Georgia, Washington, D.C., and Caracas, Venezuela) are discussed. The United States Department of Transportation's Subway Environment Research Project, established to develop a handbook for use by subway system planners, operators and designers, is described. The project is explained in terms of: the environmental criteria to be considered; the analysis of where the heat is in the system and how the airflow created by the piston effect of trains and fans serves to dissipate this heat and influence the thermal load (manual computation, computer evaluation, input-output, validation, and testing); and control of environment. The application of environmental controls to one rapid transit system, the Metropolitan Atlanta Rapid Transit Authority, is considered.

Parsons, Brinckerhoff, Quade and Douglas, Inc.
Rept. No. SAE-750439 ; 1975 ; 10p 4refs
Presented at the Automotive Engineering Congress and
Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 788

USE OF ALUMINUM IN AUTOMOBILES--EFFECT ON THE ENERGY DILEMMA

The effect of the use of aluminum in automobile production on energy consumption is discussed. The reduction of vehicle weight through the use of lighter materials includes: a primary saving resulting from the direct substitution of a lighter for a heavier material in a component; and a secondary weight saving resulting from the lighter structural loads to be carried by the chassis and suspension systems. The relationship between fuel economy and weight is considered. The following calculations are presented: estimated average usage of aluminum in passenger cars (1974, 1980, and 1985); estimated weight of replaced materials and total weight saved (1974, 1980, and 1985); estimated fuel savings per pound of weight reduction (lifetime fuel savings by vehicle class); lifetime fuel savings with 10% weight reduction; a comparison of the energy content of aluminum versus heavier metals; the energy content of materials used in automobiles; and the estimated energy savings with aluminum components in a car's lifetime. Over the life of a 1974 intermediate class automobile, equivalent Btus of gasoline energy saved range from 325,000 to 500,000 Btus per pound of aluminum used. The saving is: 5.3-8 greater than the energy required to produce one pound of aluminum; 11-28 times greater than the additional energy required to produce aluminum instead of replaced material; and 65-98 times greater than the energy required to recycle one pound of aluminum.

Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, Pa. 15096
Rept. No. SAE-750421 ; 1975 ; 8p 12refs
Presented at the Automotive Engineering Congress and
Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 789

MASS TRANSPORTATION VEHICLES AND PEOPLE MOVERS

An overview of developments in mass transportation vehicle and people mover design is presented and the constraints facing the industrial designer are illustrated. Specific transportation design projects are discussed: San Francisco Bay Area Rapid Transit (BART) interior section design; BART prototype design; Long Island Railroad (RK) production car design; Boeing lightweight rail vehicle design; front end design for BART, the Long Island RR, and systems in Baltimore, Maryland and Rio de Janeiro, Brazil; the interior design of the proposed Las Vegas people mover; and the designs for various state-of-the-art cars (low density floor plan and interior arrangement, and high density floor plan and interior arrangement). Also discussed are: the Rio de Janeiro transit car (floor plan, and interior seating arrangement); BART interior seating arrangement; the R-44 subway car seat in New York City; and interior lighting (BART lighting diagram, and MARTA (Atlanta, Georgia system) interior ceiling.

Sundberg-Ferar, Inc.
Rept. No. SAE-750440 ; 1975 ; 11p
Presented at the Automotive Engineering Congress and
Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 790

HIGHLIGHTS OF UMTA'S RAIL PROGRAM

The rail research programs of the Urban Mass Transportation Administration (UMTA) are discussed. Descriptions of several recently developed commuter transit cars are included: the state-of-the-art car (a baseline definition of the possibilities in rapid transit car design using available hardware); the Advanced Concept Train; and dual-powered, gas turbine/electric cars. Developments in light rail vehicles (streetcars) are also considered. UMTA's test facilities in Pueblo, Colorado, and tunneling and noise abatement research are briefly described.

by Joseph S. Silien
Department of Transportation
Rept. No. SAE-750441 ; 1975 ; 6p
Presented at the Automotive Engineering Congress and
Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 791

BART PROGRESS REPORT

The concept of the San Francisco Bay Area Rapid Transit program (BART) and the major experiences translating that concept to its present operation in revenue service are described. The following of BART development are discussed: the engineering plan and the public vote; the Diablo, California test track; construction of BART; prerevenue testing and present equipment; revenue service; and the present situation. As the level of service of BART (at present, only 14 hours per day, 5 days per week) improves, patronage is expected to increase significantly.

by W. P. Quintin, Jr.; T. S. Eanes
Bechtel, Inc.
Rept. No. SAE-750442 ; 1975 ; 10p
Presented at the Automotive Engineering Congress and
Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 792

MASS TRANSPORTATION: A NATIONAL COMMITMENT

The need for a national commitment to public transportation and the need for legislative action to provide stable long term funding are emphasized. Bus and rail transit and personal rapid transit are briefly discussed. It is concluded that the task of attracting 25% of the urban trips by 1990 to public transit is within reach and can be done at a cost comparable to a \$0.05 per gallon motor vehicle fuel tax or \$22 per person per year.

by T. A. Lancaster; D. L. Hearn
Rohr Industries, Inc.
Rept. No. SAE-750443 ; 1975 ; 8p 4refs
Presented at the Automotive Engineering Congress and
Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 793

SIMULATION STUDIES FOR AN URBAN TRAFFIC CORRIDOR. FINAL REPORT

The salient features of the Simulation of Corridor Traffic (SCOT) model and a successful calibration and validation are described. SCOT is a computer model applicable to an urban traffic corridor and capable of simulating vehicular traffic on freeways, including on and off ramps, and urban streets. Vehicles are treated microscopically on the arterial street system and macroscopically as platoons on the freeway. Output statistics for each simulated link include numbers of vehicles discharged, total times of travel, average occupancy, and average speeds for specified time intervals. Calibration and validation data collected using photographic techniques on a 1.2 mile test network of the Dallas North Central Expressway are described. Tests showed no significant differences between field and simulation results at the 1% level of significance for the basic parameters of traffic (mean speed, flow and saturation). This and other applied tests indicate that the SCOT model adequately replicates freeway traffic performance. A demonstration of the origin-destination (O-D) traffic assignment capability of the model is described (using license plate data recorded at the frontage road and at each ramp on the test network). It is indicated that the minimum time-path criteria used have not been conclusively shown to be the correct criteria for origin destination traffic assignments. An analysis of freeway ramp control versus no ramp control for the Dallas test network shows a statistical reduction in speed with no ramp control for those freeway links in the vicinity of the on-ramp.

by Lawrence McCabe; Robert Ricci; Patricia Concannon
 Department of Transportation, Transportation Systems Center,
 Kendall Square, Cambridge, Mass. 02142
 Rept. No. DOT-TSC-FHWA-75-2 ; 1975 ; 47p 9refs
 Report for July 1973-June 1975. Sponsored by the Federal
 Hwy. Administration.

Availability: NTIS

HS-017 794

THE ROLE OF HELICOPTERS IN EMERGENCY MEDICAL CARE SYSTEMS

The Department of Transportation's guidelines of June 27, 1967, directed each state to provide an up-to-date comprehensive plan for emergency services. The standard requires the states to provide: training and licensing requirements for rescue workers; requirements for types and numbers of emergency vehicles as well as supplies and equipment; requirements for operation and coordination of emergency care systems; first aid courses and refresher courses for emergency personnel; and criteria for use of two-way communications as well as procedures for summoning and dispatching aid. As of March 31, 1971, only 16 states had taken steps to meet these standards. By some estimates 20% of the deaths (in 1968) would not have occurred if there were adequate emergency care. After an accident occurs, there are three critical factors that determine the life or death of a victim: the time between the accident occurrence and the delivery to a facility capable of extensive life-saving treatment; the first aid treatment of the victim at the scene of the accident and during transport; and the treatment at the hospital. The possibility of using helicopters as rescue vehicles is explored. The helicopter should be used as a supplement to and not a replacement for existing ground ambulance systems. The annual average

operating cost of a helicopter is three times that of the conventional ambulance. In a rural environment the helicopter's primary mission should be emergency and evacuation. Of secondary importance are law enforcement and traffic safety activities. In an urban environment the priorities are reversed. A helicopter, if used properly, can be cost effective in urban and rural areas. The general public is receptive to the use of helicopters in rescue work.

by David P. Skogman

USAMC Intern Training Center-USALMC Attn: AMXMC-
 ITC-E-S, Red River Army Depot, Texarkana, Tex. 75501
 1971 ; 51p 33refs

Master's Thesis, Texas A and M University.
 Availability: NTIS

HS-017 795

DRIVER VISUAL NEEDS IN NIGHT DRIVING.

A variety of research projects related to driver visual needs in night driving are reported. A progress report on research into night visibility and under different systems of fixed roadway lighting is presented. Visibility losses caused by transient adaptation at low luminance levels are discussed. The development of a headlight evaluation model is reported. Contrast requirements of urban driving are examined and driver search and scan patterns investigated. Field and computer-simulation methods for evaluation of head lamp beams are developed and compared. Driver screening behavior and visual needs for night driving are examined. Lighting research conducted at the United Kingdom Transport and Road Research Laboratory is reported. An investigation of fixed illumination as a function of driver needs is discussed and various priorities and recommendations with regard to the implementation of research results are presented.

by Marjorie Moore, ed.

Transportation Res. Board, Washington, D.C.
 Rept. No. TRB-SR-156 ; 1975 ; 124p refs

Proceedings of a symposium conducted at Ohio State Univ., 4-6 Sep 1974. Sponsored in part by Illuminating Engineering Res. Inst., Ohio State Univ., and Ohio Dept. of Transportation.
 Includes HS-017 796--HS-017 805.

Availability: Corporate author \$5.00

HS-017 796

NIGHT VISIBILITY UNDER DIFFERENT SYSTEMS OF FIXED ROADWAY LIGHTING: A PROGRESS REPORT

The visibility of objects on the roadway at night has been studied under different conditions of fixed lighting and pavement reflection in a 15 to 1 scale model of a divided urban freeway. Visibility was measured in accordance with the quantitative methods described by the International Commission on Illumination, involving psychophysical measurements of equivalent contrast and physical measurements of disability glare and luminance. Initially, three realistic targets were studied at 20 foot intervals throughout the luminaire cycle down the center of each of eight lanes, under six layouts of model luminaires. Average results indicated that visibility did not increase so much with increases in illuminance as was expected. Also, when the spacing of luminaires was wide, variability in visibility was great. These results were attributed to an anticamouflage effect of roadway luminance nonuniformities. Subsequent research with identical targets (three manikins and

four two-dimensional rectangular targets) of different reflectances confirmed this and indicated that the visibility potential of different pavements and lighting systems should be based on visibility measures of targets of the normal reflectances weighted in proportion to the frequency of their occurrence. The quantity of data needed for this purpose implies need for a physical correlate of target visibility. Target visibility can be predicted reasonably well from roadway luminance and the arithmetic average of the local contrasts of different parts of a target with adjacent portions of the roadway background. It now seems possible to compute indices of visibility potential for different roadway environments. Further work is needed to assess transient adaptational effects and individual differences in visibility threshold.

by O. Mortenson Blackwell; H. Richard Blackwell
Ohio State Univ., Inst. for Res. in Vision
Publ: HS-017 795 (TRB-SR-156), Driver Visual Needs in Night Driving, Washington, D.C., 1975, p1-10
1975 ; 6refs

Presented at a symposium conducted at Ohio State Univ., 4-6 Sep 1974. Supported in part by the Ohio Dept. of Transportation and the Federal Hwy. Administration and in part by the Illuminating Engineering Res. Inst.

Availability: In HS-017 795

HS-017 797

VISIBILITY LOSSES CAUSED BY TRANSIENT ADAPTATION AT LOW LUMINANCE LEVELS

Experiments were conducted concerned with driver transient adaptation at luminance levels approximating moonlight and outdoor lighting conditions and examining the effects of luminance nonuniformities on transient adaptation and simulating a roadway problem. A free-viewing system was used in which the subject, head positioned, looked through a pellicle beam splitter at a background field illuminated by two slide projectors on which test letters of varying illuminations were shown. It was found that at low luminance levels, sudden increases produce losses in visibility equivalent to those previously found at higher luminance levels. However, at low luminance levels, decreases produce smaller losses than those observed at higher luminance levels. The results also suggest that there is a preadaptation level or range of levels below which there is little or no difference between visibility losses for 10- and 100-fold decreases and above which there is a difference. The transition appears to be a gradual one and is complete at about 8 foot-Lambert. The findings of these investigations suggest that visibility loss depends more on the ratio of steady-state thresholds, particularly at low luminance levels, than on the ratio of luminance change as previously supposed. Research has been initiated on the problem of nonuniformities in roadway luminances in the motorist's visual environment. Results indicate that the size of a nonuniformity may have little effect on transient adaptation. However, experiments to examine multiple nonuniformities and the effect of nonuniformities at various distances from the line of sight on transient adaptation are planned.

by Edward J. Rinalducci; Arthur N. Beare
University of Virginia
Publ: HS-017 795 (TRB-SR-156), Driver Visual Needs in Night Driving, Washington, D.C., 1975, p11-22
1975 ; 14refs
Presented at a symposium conducted at Ohio State Univ., 4-6 Sep 1974. Supported by the Illuminating Engineering Res. Inst.
Availability: In HS-017 795

HS-017 798

DEVELOPMENT OF A HEADLIGHT EVALUATION MODEL

A research program now in progress has as its goal the development of a head lamp evaluation model. The model will evaluate headlight systems in terms of a single overall figure of merit representing several measures of driver visual performance under night driving conditions. The test route is a computer simulation of a series of highway sections incorporating environmental factors that influence driver visual performance, including topography, reflectance and ambient brightness of the road and road elements, highway type, traffic characteristics, target characteristics, and weather. The model incorporates a seeing distance model that determines the photometric conditions produced by vehicle lighting and environmental factors and computes the glare and seeing distance to pedestrian and pavement delineation targets. The seeing distance and glare calculations used in the seeing distance model are derived from laboratory formulations of human vision capabilities. A program of field research has been initiated to verify the seeing distance model and to provide data for the simulation of those aspects of the nighttime highway environment that determine head lamp illumination of target and pavement and, hence, visual performance.

by Eugene Farber; Vivek Bhise
Ford Motor Co.
Publ: HS-017 795 (TRB-SR-156), Driver Visual Needs in Night Driving, Washington, D.C., 1975, p23-39
1975 ; 13refs

Presented at a symposium conducted at Ohio State Univ., 4-6 Sep 1974. Prepared in cooperation with David E. Naurer.
Availability: In HS-017 795

HS-017 799

CONTRAST REQUIREMENTS OF URBAN DRIVING

Research conducted in an effort to develop a technique for quantifying and specifying the visibility needs of urban drivers in a manner consistent with state-of-the-art lighting engineering capabilities and practices is reported. The empirical relationship between a measure of driver visual performance and several methods of quantifying visibility is explored in an effort to develop roadway lighting specifications based on visibility needs. Physical contrast, equivalent contrast, relative contrast sensitivity, and glare exposure were investigated. Field measurements of the visual performance of 941 unalerted motorists (on a six lane, 1,800 foot test site with 18 inch targets placed at 50 foot intervals in one of the lanes) were analyzed and a precise method of quantifying visibility was identified. The critical measure of driver visual performance was the time separation between the vehicle and a target when an evasive response was initiated. The following conclusions were reached: for a simple target, pure contrast ratio predicts driver visibility with considerable accuracy; the influence of glare is largely differentiated under the lighting conditions tested; and spot background luminance is a good predictor of adaptation level given the luminance variability reported on here. The suggested visibility index uses physical contrast, contrast sensitivity, and a disability glare factor. A method of prescribing visibility in terms of safe stopping requirements is examined. Follow-up research that will enhance the reliability of the measures, extend the general applicability of the concept, and further develop the prescription approach, is outlined.

by Vincent P. Gallagher, Patrick G. Meguire

Franklin Inst. Res. Labs.

Pub: HS-017 795 (TRB-SR-156), Driver Visual Needs in Night Driving, Washington, D.C., 1975, p40-52

1975 : 13refs

Presented at a symposium conducted at Ohio State Univ., 4-6

Sep 1974.

Availability: In HS-017 795

HS-017 800

DRIVER SEARCH AND SCAN PATTERNS IN NIGHT DRIVING

Two studies of driver eye movements in night driving were conducted using television cameras and an infrared corneal movement pickup system: one to describe driver eye movement pattern during night driving and to compare them to daytime patterns on freeways and a rural highway; and another to determine differences in visual search behavior at sites with high and low night accident rates and the effects of illumination on drivers' visual search. In the first study four college males drove on three routes in both day and night conditions, and six college males performed 128 separate intersection passes at three high night accident, three low night accident, and three sites where the lights could be turned off in the second study. The results show that measures of driver visual search patterns are sensitive to day and night differences, to sites with different accident rates, and to illumination. The results from the highway intersections with illumination lend encouragement to using eye movement data to evaluate methods of improving nighttime driving. It was found that at illuminated sites drivers spend less time viewing the scene left, decrease the mean look time per area, which may indicate shorter times to acquire information, and increase the mean time viewing the scene ahead, the area where guidance control information is concentrated. The methodologies developed in these studies should be extended to evaluate the effects of illumination at sites with high night accident rates and to evaluate alternate methods of improving nighttime driving, such as improved pavement markings, signing, signalling, and reflectors.

by Nick J. Rackoff; Thomas H. Rockwell

Pennsylvania State Univ.; Ohio State Univ.

Pub: HS-017 795 (TRB-SR-156), Driver Visual Needs in Night Driving, Washington, D.C., 1975, p53-63

1975 : 29refs

Presented at a symposium conducted at Ohio State Univ., 4-6 Sep 1974.

Availability: In HS-017 795

HS-017 801

FIELD AND COMPUTER-SIMULATED EVALUATION OF HEAD LAMP BEAMS

The development of targets for use in field tests to measure visibility distances of drivers and to evaluate head lamp beams is described. Targets evaluated included vertical, up/down, and choice position targets. The pedestrian target used consisted of a sheet of plywood, 16 inches wide and 72 inches high, painted a flat gray for reflectance values of 14 and 22 percent. In the visibility evaluations, the targets were located at the right edge of a flat road and an automobile was driven toward them. There was no opposing traffic. The driver's task was to depress a switch when he detected the target or made the appropriate discrimination, which allowed the visibility distance

of the target to be measured. The test procedure used (four subjects in two sets of eight test runs) appears to have satisfactory statistical reliability and provides discriminations in the visibility distances attributable to variations in head lamp beams. Tests to evaluate glare effects to opposing drivers and those due to reflections in mirrors from the head lamps of a following vehicle were also conducted. A computer simulation model that predicts visibility distances and glare effects was developed and its validity was established by comparing computer predictions with the field test results. The model has a variety of applications that can provide insights into the influence of many variables on visibility distances and glare. Such applications include the evaluation of the effectiveness of various meeting beams on targets located at the right and left of the lane and at various degrees of head lamp misalignment and the prediction of visibility distances in vehicle meetings on roads having horizontal or vertical curvature and the effects on visibility distances of the head lamps of a following car reflected in interior and exterior mirrors.

by Rudolf G. Mortimer

University of Illinois at Urbana-Champaign, Dept. of Health

and Safety Education

Pub: HS-017 795 (TRB-SR-156), Driver Visual Needs in Night Driving, Washington, D.C., 1975, p64-73

1975 : 13refs

Presented at a symposium conducted at Ohio State Univ., 4-6 Sep 1974.

Availability: In HS-017 795

HS-017 802

DRIVER SCREENING FOR NIGHT DRIVING

A thorough review of the relevant literature was combined with a systematic examination of the driving task to derive a set of visual functions important to the driving task. The functions included both static and dynamic measures, containing both sensory and perceptual aspects. A device was developed to test performance on these functions, including three measures related to night vision: static acuity under low levels of illumination, in the presence of veiling glare, and under spot glare. The battery of tests was administered to a total of 669 passenger car drivers and 235 truck and bus drivers. Three-year driving records were obtained for all subjects and were examined in relation to performance on the vision tests. Because no data on night accidents were available, an adequate evaluation of the night-vision-related tests was not possible. However, the results showed a high degree of variability in visual acuity performance obtained under conditions similar to those encountered in night driving and also showed that acuity measured under normal light conditions does not adequately predict acuity under typical night driving conditions. Results of the tests showed that: age had a dramatic effect on acuity; performance on the spot and veiling glare tests was very much alike within each age group; the range of acuity performance within each age group increased dramatically under low illumination and in the presence of glare; and truck and bus drivers reacted to the adverse effects of low illumination and glare as did passenger car drivers, in spite of the fact that the acuity test procedure was significantly modified for administration to truck and bus drivers. Efforts are now underway to construct a feasibility prototype of a Mark II device that will automatically administer and score tests that measure: static acuity and static acuity both under a low level of illumination and in the presence of spot glare; the ability to detect, acquire, and interpret acuity targets randomly presented over a field measuring 30° laterally by 20° vertically; the ability

to detect angular movement in the central field and in the peripheral field; the ability to detect movement in depth in the central field; and the field of vision.

by R. L. Henderson; A. Burg
National Hwy. Traffic Safety Administration; University of California, Los Angeles
Publ: HS-017 795 (TRB-SR-156), Driver Visual Needs in Night Driving, Washington, D.C., 1975, p74-89
1975 ; 21refs

Presented at a symposium conducted at Ohio State Univ., 4-6 Sep 1974. Supported by two Dept. of Transportation contracts.
Availability: In HS-017 795

HS-017 803

LIGHTING RESEARCH AT THE U.K. TRANSPORT AND ROAD RESEARCH LABORATORY

Work is underway to establish the relationship between road light levels and accidents. The research involves extensive measurements of light levels and detailed recording of accident data. These will be supplemented by the findings of studies of near accidents (conflicts) recorded at specific sites, which should indicate the effectiveness of both conventional and experimental lighting schemes. Nighttime driving is particularly difficult on wet roads, and therefore a photometric evaluation of all types of surfaces both wet and dry is being undertaken to provide physical measurements relating to the problem. Vehicle lighting research is mainly concerned with the investigation of headlight glare-reducing techniques. These include the possible use of dimmed headlight beams as presence indicators in lighted areas, median glare screens, and special low-glare head lamps. A study of the merits of the low-beam-lamp patterns developed in Europe and in the United Kingdom and the United States revealed little overall advantage for either, but showed that there was a considerable problem resulting from head lamp misaim due to vehicle loading. Head lamp self-leveling systems have been developed to compensate for this loading factor.

by Alexander Irving; J. Stuart Yerrell
Transport and Road Res. Lab., Crowthorne, Berks.
Publ: HS-017 795 (TRB-SR-156), Driver Visual Needs in Night Driving, Washington, D.C., 1975, p90-100
1975 ; 12refs
Presented at a symposium conducted at Ohio State Univ., 4-6 Sep 1974.
Availability: In HS-017 795

HS-017 804

FIXED ILLUMINATION AS A FUNCTION OF DRIVER NEEDS

The relationship between the driving task and the visual roadway environment was examined through the determination of the driver visual information needs for positional, situational, and navigation tasks, including steering and speed control, car following, overtaking and passing situations, and direction finding. Field studies were then conducted to refine these needs and to determine the pattern and frequency of needs on various types of road facilities. The studies were conducted by teams consisting of four professionals and four lay drivers at eight sites, which included both controlled- and non-controlled-access facilities. The study technique used was diagnostic study combined with questionnaires and critique sessions. Conclusions reached during the critique sessions of the

study teams included: the most critical visual information needs are related to the necessity of maintaining positional information at all times, particularly information on lane lines, edge lines, and curb delineation; a view of the roadway surface is important at all times; some environmental lighting has a detrimental effect on performance of the driving task; and higher speeds and higher traffic volumes can produce definite visual task problems. On controlled-access facilities, roadway lighting systems should provide uniform lighting on pavement surface, infrequent spacings to reduce glare, median location to light areas adjacent to the roadway, high mounting heights to reduce glare, median location to reduce headlight glare, high-mast lighting in interchange areas, gradual transitions from light to dark areas, and gradual transitions from dark to light areas. On non-controlled-access facilities, roadway lighting systems should provide uniform lighting on pavement surface, infrequent spacings to reduce glare, high mounting heights to reduce glare, median location to reduce headlight glare, median location to light areas adjacent to the roadway, and gradual transitions from light to dark and from dark to light areas. The design procedure for effective roadway lighting must identify the informational needs of night drivers that are to be satisfied by roadway lighting, quantify the needs for warranting conditions and design guidelines, and provide a rational method for setting cost-effective priorities.

by Ned E. Walton
Texas A and M Univ., Texas Transportation Inst.
Publ: HS-017 795 (TRB-SR-156), Driver Visual Needs in Night Driving, Washington, D.C., 1975, p101-11
1975 ; 27refs
Presented at a symposium conducted at Ohio State Univ., 4-6 Sep 1974.
Availability: In HS-017 795

HS-017 805

IMPLEMENTING RESEARCH RESULTS

Recommendations regarding the implementation of roadway lighting research results are presented. As the hazards associated with glare may be expected to increase as the average age of the driver increases, and the payoff potential of reducing glare through the use of polarized headlighting is great, it is suggested that comprehensive research programs should be conducted to develop precise safety and public comfort benefits and cost penalty estimates so that a rational decision can be made on the implementation and configuration of polarized lighting systems. Implementation of automotive lighting systems research should include analysis of the cost-benefits, contribution to safety, lead time, and operational environment prior to standardization of new equipment, and should offer the equipment on an optional basis prior to making the item standard equipment. The need for more information, better measurements, and controlled studies on the relationship between accident rates and illumination in order to make more rational decisions with regard to the installation of roadway lighting systems is stressed. Improved or refined visibility criteria for certain night visual needs should be formulated. Highway illumination design standards should be developed which are based on performance specifications aimed at ensuring the driver at least a minimum level of visibility under all common roadway conditions rather than on hardware specifications.

HS-017 806

PARKING WITHOUT LIGHTS: THE EFFECT ON ACCIDENTS

On April 30, 1972, new regulations in Great Britain came into force that allowed certain vehicles to park at night in specified circumstances without using lights. Under these regulations automobiles, bicycles, motorcycles, and delivery trucks (not exceeding 1500 kilograms unladen weight) may park at night without lights, subject to the following rules: the road is subject to a 30 mile/hour or less speed limit; no part of the vehicle is within 15 yards of a road junction; and the vehicle is parked close to the curb and parallel to it, and (except in one-way streets) with its nearside to the curb. An assessment has been made of the effects of these regulations on accidents involving parked vehicles at night. The accident data was obtained from the computer records of the National Road Accident Report Form, and refer to 12 month periods before and after the regulations came into operation. The change in regulations was followed by an increase of about 36% (1100) in two-vehicle injury accidents involving parked vehicles in hours of darkness. Other types of accidents showed no change during the same hours. In the London area, where parking without lights was already widely permitted, but some further relaxation had been added, two-vehicle accidents in the dark involving parked vehicles showed a small, non-significant increase of eight percent.

by H. D. Johnson; C. G. E. Bryant
Department of the Environment, Transport and Road Res.
Lab., Crowthorne, Berks., England
Rept. No. TRRL-Supp-77-UC ; 1974 ; 15p 3refs
Appendix by C. G. E. Bryant.
Availability: Corporate author

HS-017 807

PREPARATION AND OPERATION OF DIESEL ENGINES IN CONSTRUCTION AND INDUSTRIAL MACHINERY FOR OPERATION IN COLD CLIMATES

Various papers and subjects that pertain to preparation of diesel engines for operation in cold weather are summarized. A unit that is prepared for colder weather must be able to handle warmer temperatures with a minimum of revision. The training of maintenance personnel is very important. Recommended maintenance should include: full fuel tanks to reduce condensation and drain sediment daily; the following of an oil schedule that maintains clean oil and a frequent oil level check; a daily check of the preheater fuel nozzles; and a weekly check of temperature controls, thermostats, space heaters, starters and electrical systems. Vehicles should be stored in protected locations. Continuous and intermittent

heating, and fuel lines with recirculating pumps. Other topics covered are the intake system, lubricants, fuels, the air system, and engine compartment enclosures. There is an additional cost for equipment that works well in cold and arctic climates, but this is a small price to pay when compared to the losses in production time and labor costs that can result without these precautions. Drawings of various starting, heating, and cooling units are provided.

by W. G. Bugelski
Cummins Engine Co.
Rept. No. SAE-750473 ; 1975 ; 19p
Presented at the Automotive Engineering Congress and
Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 808

PERFORMANCE OF ALUMINUM IN BIMETALLIC ASSEMBLIES

Because of its light weight, aluminum is a prime candidate for automobile designers who are trying to make a lighter, fuel-conserving car without sacrificing automobile safety. The corrosion performance of aluminum alloys for automotive applications, when employed in bimetal assemblies, is discussed. The factors which most affect the degree of corrosion are: the type of metal, the anode-to-cathode area relationship, and the type of environment. It is possible to attach unprotected aluminum to unprotected steel in some parts of an automobile without fear of any galvanic corrosion. In areas that are exposed to chloride-containing road splash, damaging corrosion of unprotected aluminum could develop. One way to combat this problem is to use compatible parts such as galvanized steel, aluminized steel, or cadmium-plated steel for aluminum contact parts. Paint coatings, particularly those containing inhibitive pigments, can be put on steel and aluminum parts to combat the problem. Sealants, tapes, and gaskets can also be effective methods of minimizing or preventing galvanic corrosion. Galvanic corrosion can be dealt with effectively and economically.

by W. King; G. Sowinski; E. T. Englehart
Alcoa Labs.
Rept. No. SAE-750464 ; 1975 ; 11p 7refs
Presented at the Automotive Engineering Congress and
Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 809

IMPROVED ASBESTOS MATRICES FOR ALKALINE FUEL CELLS

One of the drawbacks in the use of the hydrogen-oxygen fuel cell is the corrosive effect that the potassium hydroxide (KOH) electrolyte has upon the interior of the cell. The purpose of this study was to determine how to increase the present operating temperature of this cell (less than 100°C) by increasing the corrosion resistance of matrix material. The

prior to weight analysis. Other tools used in evaluation of the corrosion reaction were x-ray diffraction and scanning electron microscopy. The corrosion of asbestos in hot KOH solution was demonstrated to occur by the leaching of silica from the asbestos, forming an insoluble magnesium hydroxide product and soluble potassium silicates. Experiments dealing with continuous exposure of asbestos to KOH revealed a slowing of the reaction with time, as the result of a silica build-up. By varying the parameters, morphologically different products could be obtained. The most promising approaches to achieving satisfactory matrix performance in a hydrogen-oxygen fuel cell are: the use of a highly converted (80 to 90%) asbestos which has the desired morphology; and the use of a potassium silicate additive to eliminate corrosion. These two ways of increasing the life of a fuel cell at higher temperatures should encourage the use of fuel cells as a type of energy converter in automobile equipment.

by W. B. Crandall; Y. Harada

IIT Res. Inst.

Rept. No. SAE-750466 ; 1975 ; 7p 6refs

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

HS-017 810

A COMPUTER PROGRAM FOR CALCULATING PROPERTIES OF EQUILIBRIUM COMBUSTION PRODUCTS WITH SOME APPLICATIONS TO I.C. ENGINES

A computer model is presented which can, in some cases, be applied to internal combustion engines. This model is concerned with the gas phase products of the combustion of hydrocarbon fuels and air. The program rapidly calculates the equilibrium mole fractions and the partial derivatives of the mole fractions with respect to temperature, pressure, and the equivalence ratio for the products of combustion. A subroutine of this program calculates the gas constant, enthalpy, internal energy, and the partial derivatives of these with respect to temperature, pressure, and equivalence ratios. Some examples of calculations are included. Included in the appendices are: the curve fitting of equilibrium constants; mole fraction computation equations; partial derivative computation equations; and a guide to the use of certain subroutines.

by Cherian Olikara; Gary L. Borman

University of Wisconsin

Rept. No. SAE-750468 ; 1975 ; 23p 16refs

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

turbocharger compressor inlet. Test instrumentation included: a smoke meter; an exhaust analyzer for use in detecting carbon monoxide and hydrocarbons; a nitrogen oxide analyzer; and a pressure transducer. Methanol, ethanol, and isopropanol were used in the tests. Engine loading rates were varied (full, 2/3, and 1/3 load at 1200 and 1800 rpm). Efficiency was not greatly affected by the addition of alcohol. Alcohol additions did not affect the gaseous emissions. Carbureting part of the fuel reduces smoke, thereby increasing the practical power/weight ratio. Turbocharger compression supplies the heat of vaporization necessary for good fuel distribution in intake systems not designed for liquid fuels. The resulting charge cooling benefits power output and engine life. Alcohols, particularly methanol, can serve as secondary fuels for small turbocharged diesel engines.

by K. D. Barnes; D. B. Kittelson; T. E. Murphy

University of Minnesota

Rept. No. SAE-750469 ; 1975 ; 11p 8refs

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.

Availability: SAE

HS-017 812

THE EFFECT OF LUBRICANT ADDITIVES ON THE DURABILITY OF PLATINUM OXIDISING CATALYSTS

A concern about the durability of platinum oxidizing catalytic converter prompts research by a group in the British Technical Council of Motor and Petroleum Industries. Five reference oils (all low/30) were initially designed for rig, engine bench, and vehicle road tests. A test blend was adopted which was representative of a typical crankcase lubricant. The additive components were chosen to allow investigation of the effects of calcium, zinc, and of phosphorus from two different sources, zinc dialkyldithiophosphate (ZDDP) and an ashless anti-oxidant. The viscosity grading was selected to match the pattern of service station oils in the U.S. The engine bench tests were run using 4-cylinder overhead valve engines. They were cyclic tests of 100 hours duration. Two automobiles were used for the vehicle road tests (25,000 total miles at 32 mph average speed), one fitted with a 2 liter overhead camshaft engine and the other with a 1.5 liter engine with push rod operated overhead valves. Phosphorus arising from ZDDP or a combination of ZDDP and the ashless anti-oxidant is only mildly toxic. The phosphorus that originates from an ashless anti-oxidant can de-activate a platinum oxidizing catalyst, in the absence of calcium or zinc. In general, the presence of calcium or zinc appears to inhibit the poisoning effect of phosphorus on platinum oxidizing catalysts.

by W. Fitzgerald; J. V. D. Wilson

Esso Chemical Ltd.; Edwin Cooper and Co., Ltd.

Rept. No. SAE-750447 ; 1975 ; 12p 10refs

Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975. Report of co-

HS-017 813

FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS

Eight catalytically equipped vehicles were used to compare the effects of an ashless, non-phosphorus lubricant and a conventional lubricant on the deterioration of two different types of bead catalysts operating in field service. Composite carbon monoxide (CO) emissions (measured by the 1975 Federal Test Procedure) nearly doubled during the 25,000-mile test with both oils relative to the fresh catalyst. No significant increase in composite hydrocarbon (HC) emissions was shown. There were no significant differences between the two oils with respect to either HC or CO emissions at the end of the test. Analysis of the aged catalyst showed average phosphorus contamination of 0.07 percentage of weight with the conventional oil compared to 0.01 percentage of weight with the ashless oil. The higher level of phosphorus contamination with the conventional oil was not accompanied by an increase in catalyst deterioration relative to the ashless oil.

by A. T. Meyers
Chevron Res. Co., Richmond, Calif.
Rept. No. SAE-750448 ; 1975 ; 12p 5refs.
Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 814

THE ROLE OF LUBRICANT ADDITIVES IN CONTROLLING ABNORMAL COMBUSTION (ORI)

The effects of several lubricant-related variables on abnormal combustion are reviewed. The effects of basestocks, sulfated ash level, metal detergent type, and viscosity improvers were investigated. The data indicate that improved customer satisfaction can be achieved by design of lubricant type and additive components. Ashless or low sulfated ash oils and those formulated with hydrocarbon viscosity improvers are shown to contribute less toward octane requirement increase (ORI) and other types of abnormal combustion. The choice of metal detergent was also found to be important. The range of improvement can be as much as 4 octane units. An attempt is made to relate viscosity improver structure to stability and combustion chamber deposit forming tendency. The data demonstrate that careful selection of basestock, viscosity improver, and detergent system can result in significant reduction in ORI and improved overall efficiency. There is, however, still a need to develop a realistic and accurate test to predict ORI which can be used in the field.

by P. A. Barber; T. F. Lonstrub; N. Tunkel
PARAMS Technology Div., Linden, N. J.
Rept. No. SAE-750449 ; 1975 ; 11p 9refs.
Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 815

ENGINEERING THE THIRD GENERATION ECONOLINE

Techniques employed in the development of the 1975 Ford Econoline Van, Club Wagon, and Cutaway vehicles are described. The following specific engineering subjects are discussed: body-on-frame structural design applied to van, bus, and cutaway vehicles; development of an energy absorbing frame for these forward control trucks; engineering techniques applied to the resolution of vehicle shake problems; modifications to front and rear suspension for optimal ride, handling, and tire wear; development of integrated climate control systems for van and bus vehicles; and the engineering of derivatives for body builder recreation vehicle markets. Higher gross vehicle weights and higher vehicle payloads were made possible with a new body-on-frame construction which permits the use of a rubber body isolation system to reduce noise, vibration, and harshness levels in the vehicle. The development of an extended front end permits visibility of the front fenders from the driver's seat, improving vehicle maneuverability and parkability. Extensive testing at the Ford Arizona Proving Grounds verified that the 1975 Econoline has successfully met its product objectives. Numerous structure illustrations and performance curves are included.

by T. J. Walsh
Ford Motor Co.
Rept. No. SAE-750454 ; 1975 ; 44p
Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 816

MANUFACTURING THE THIRD GENERATION ECONOLINE

Highlights of the assembly operations for the 1975 model Ford Econoline III are described. A comparison of a few typical measures of complexity shows that the Econoline III has more than 3.5 times as many unique body models and almost twice as many sheet metal end items and spotwelds as the Econoline II. This greater product complexity, combined with a sourcing decision to perform more body subassembly operations in-house and an increase in the hourly production rate, plus the additional operations dictated by the separate body and frame design of the new Econoline, resulted in a substantial increase in the manufacturing floor space requirements. Econoline body and paint operations are performed at Ford's Ohio Truck Plant. Painted bodies are transported via special vans to the Lorain Assembly Plant for trim, frame, and final assembly operations. Photographs illustrating various stages in Econoline III assembly are provided.

by C. L. Knighton
Ford Motor Co., Assembly Engineering
Rept. No. SAE-750455 ; 1975 ; 19p
Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 817

WELDBOND AND ITS PERFORMANCE IN ALUMINUM AUTOMOTIVE BODY SHEET

In weldbonding, a joint is produced by spotwelding through an uncured adhesive bondline or by flowing adhesive by capillary action into the bond area after spotwelding. An investigation undertaken to develop some of the fundamental information necessary to adopt the weldbond process to those industries using aluminum body sheet alloys is presented. Two aluminum alloys and body sheet steel were used to evaluate the weldbond process. The initial strength and fatigue properties of spot-welded, adhesively bonded and weldbonded lap joints were compared. Axial load fatigue testing was conducted in a 5,000 pound fatigue machine at 18.3 Hertz. It was found that: aluminum body sheet alloys can be weldbonded using a variety of adhesives including vinyl plastisol and one and two part modified epoxy formulations; the initial strength of the weldbond joints may be higher, equal to, or lower than the strength of the corresponding adhesive joints, but are always higher than that for conventional spot weld joints; the weldbond joint durability in various environments was equal to that of the adhesive joint, but distinctly superior for vinyl plastisol points; the fatigue strengths of adhesive bonded joints and weldbonded joints were generally higher than for single spot welds; and the fatigue strength of weldbonded 0.040 inch aluminum joints was above that of the 0.032 inch steel spot welds when using either the polysulfide-epoxy or high peel strength epoxy adhesives.

by J. D. Minford; F. R. Hoch; E. M. Vader
 Aluminum Co. of America
 Rept. No. SAE-750462 ; 1975 ; 10p 9refs
 Presented at the Automotive Engineering Congress and
 Exposition, Detroit, Mich., 24-28 Feb 1975.
 Availability: SAE

HS-017 818

TENSILE-SHEAR AND FATIGUE PROPERTIES OF RESISTANCE AND MIG SPOT WELDS OF SOME ALUMINUM AUTO BODY SHEET ALLOYS

Fatigue is an important consideration in the design of many automotive parts and assemblies because of the fluctuating loads imposed on them. Tensile-shear static and fatigue tests were conducted on MIG (GMA) spot welds in various combinations of 2036-T4 and 5086-H32 aluminum sheets with thicknesses ranging from 0.035 inch (in) to 0.125 in. Both single-spot and double-spot coupons were welded for each alloy combination. Although the average weld diameter at interface did not vary much among the various alloy and thickness combinations, the static and fatigue strengths increased substantially as the overall thickness of the lap joints increased. Filler alloys 4043 and 5356 produced similar fatigue strengths. On a pound/spot basis, the single-spot coupons had slightly higher fatigue strengths than the double-spot ones. Tests were also conducted on resistance spot welds in combinations of 2036-T4, 5056-0, 5056-H111, and 5052-H32 sheet having thicknesses of 0.035 in and 0.050 in. With fatigue load expressed in pounds, the 0.035 in thick sheet welds had very similar fatigue curves. Their curve for the higher strength 5052 welds (0.050 in thick sheet) was substantially higher than for the thinner sheet. For the same sheet thickness and weld diameter, resistance spot welds gave slightly higher static strength than MIG welds. For 0.035 in thick 2036, the MIG spot welds had fatigue strengths, based on percent of static strength, similar to those of resistance welds.

by N. L. Person

Kaiser Aluminum and Chemical Corp.
 Rept. No. SAE-750463 ; 1975 ; 14p 1ref
 Presented at the Automotive Engineering Congress and
 Exposition, Detroit, Mich., 24-28 Feb 1975.
 Availability: SAE

HS-017 819

MAINTENANCE OF AUTOMOTIVE ENGINE COOLING SYSTEMS--HS40. 3RD ED.

The description, function, and maintenance of typical automotive vehicle engine liquid-cooling systems are analyzed. The interrelation of the cooling system and other engine systems is discussed: the engine lubrication system; the fuel system; the ignition system; the exhaust system; automatic transmission systems; and the air conditioning system. All cooling system components are described, their functions are explained, and photographs are provided. General preventive maintenance procedures for the driver and the mechanic and troubleshooting procedures for correction of cooling system difficulties (overheating, overcooling, and internal leakage) are discussed.

Society of Automotive Engineers, Inc., 400 Commonwealth Dr., Warrendale, Pa. 15090
 1975 ; 31p
 SAE Information Rept. Handbook Supplement.
 Availability: SAE

HS-017 820

INTERSECTION CONFLICTS

The conflict points at simple T-intersections, four-way, three-way, and multi-way intersections are enumerated, discussed, and illustrated. A general method of intersection conflict analysis is presented. Various applications of conflict analysis are discussed: practical applications; the comparison of priority rules; analyzing conflicts with various rules; analyzing the effects of regulatory signs; and analysis of major-minor and priority systems and channelization. The use of conflict analysis to determine intersection accident exposure and the effect of vehicle interactions are also considered.

by J. F. M. Bryant
 Australian Road Res. Board, 500 Burwood Hwy., Vermont South, Victoria (Bag 4) P.O. Box 156, Nunawading, 3131, Australia
 Rept. No. ARR-7 ; 1973 ; 54p 20refs
 Availability: Corporate author

HS-017 821

ALCOHOL IN RELATION TO ROAD SAFETY

Past and current research into the subject of traffic safety and alcohol is reviewed. Rehabilitative, educational, and enforcement countermeasures to drinking and driving are discussed. Major conclusions of the review include: alcohol contributes to about 50% of all fatal traffic accidents in Australia and to a higher proportion of those occurring at night and on weekends; among detected drinking drivers there is a gross over-representation of males, blue-collar workers, and individuals with prior serious traffic convictions, repeated drink-driving offenses, criminal records, and blood alcohol concentrations (BACs) exceeding 0.10; responsible and excessive

drinkers can be defined in quantitative terms based on alcohol intake; less than 10% of males and a smaller proportion of females qualify as excessive drinkers; the drinking habits of detected drinking drivers bear close resemblance to those reported in the histories of alcoholics; and the choice of countermeasures to reduce drunken driving accidents depends largely on whether drinking driving is regarded as a traffic problem or as a community health problem.

by Anne Raymond

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Rept. No. ARR-2 ; 1974 ; 107p 35refs

Availability: Corporate author

HS-017 822

BREATHALYSED DRIVERS--TO COURT OR CLINIC?

Drinking drivers who are apprehended and breathalyzed by the police in Australia have been found to have, as a group, traffic conviction records which differ significantly from those of the driving population as a whole. Serious offences, such as dangerous driving, failing to stop after an accident, and driving while disqualified, are ten times as frequent among breathalyzed drivers as among those in the general population. High blood alcohol levels and repeated drunken-driving convictions strongly suggest that the drinking habits of the breathalyzed group are excessive when compared to those of the majority of the community. Personal interviews with breathalyzed drivers regarding their drinking habits tend to confirm that their drinking is excessive. The fact that a driver attracts police attention and is breathalyzed seems to be a fairly reliable warning signal that his drinking habits are likely to be excessive. This suggests that a group of persons whose drinking behavior identifies them as a high risk group for two major community health problems--accidents and alcoholism--are presently being dealt with simply as traffic offenders. About one-third of breathalyzed drivers are under 25 years of age. This suggests that an opportunity for therapeutic action exists, since they are at a relatively early stage of their drinking careers. However, the early warning signal given by a drunken-driving conviction is generally being ignored at present.

by Anne Raymond

Australian Rd. Res. Board, 500 Burwood Hwy., Vermont South, Victoria, (Bag 4) P.O. Box 156, Nunawading, 3131, Australia

Rept. No. ARR-18 ; 1975 ; 12p

Availability: Corporate author

HS-017 823

POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN DRIVING ON SECTIONS OF SANDED, PRIMED SURFACE ON HIGHWAY CURVES

Possible driver and vehicle behavior which may result when an abrupt change from a high friction sealed pavement to an adjacent section of primed and sanded surface occurs on a road curve was investigated. In particular, the possibility of the change in friction properties along the curve producing loss of directional control was examined. The following conclusions were reached: that it is most unlikely that the change in surface would directly result in skidding for a vehicle travelling at

the advisory speed; that an unlikely combination of circumstances would be required for the change in surface to directly cause skidding during constant speed cornering for vehicles travelling at the 85th percentile speed; that, for the 85th percentile speed, the friction available on a primed, sanded surface is sufficiently small for skidding to be readily induced by the application of a moderate amount of braking or excess tractive power; that the change in surface could sufficiently alter the vehicle trajectory for an inexperienced driver to respond to with an unnecessarily large and abrupt control movement, causing a skid; that the change in surface could cause the vehicle to drift off the paved surface if an appropriate corrective action were not applied promptly; and that the change in pavement surface along a curve must be regarded as creating a potential hazard which should be indicated by appropriate warning signs.

by J. R. McLean

Australian Road Res. Board, 500 Burwood Hwy., Vermont South, Victoria (Bag 4) P.O. Box 156, Nunawading, 3131, Australia

Rept. No. ARR-12 ; 1973 ; 54p 20refs

Availability: Corporate author

HS-017 824

MOTORCYCLIST HELMET AND DAYTIME HEADLAMP USE LAWS: EFFECTS ON USE AND FATALITIES

The effects of motorcyclist helmet and daytime headlamp use laws on motorcycle use and fatalities were investigated. Observations of motorcycle riders in states with and without mandatory helmet use laws showed that virtually all of the riders in Georgia and Maryland, where helmet use is required, were using helmets; while in the absence of laws requiring helmet use, more than 60% of California riders were using helmets, but only 25% of Illinois riders were using them. In Georgia and Illinois, where mandatory daytime headlamp use laws are in effect, 87% and 98% (respectively) of the motorcycles had their headlamps on. In the two states without headlamp use laws, 51% of those observed in California were using lamps and 43% of those in Maryland had their headlamps on. Analysis of the data on the average fatal motorcycle crash involvement rates per 10,000 registered motorcycles before, during and after the years of enactments of helmet use laws shows that, while the average fatal involvement rates were the same for states enacting laws and their matched states not enacting laws before the enactment of helmet use laws, the rate declined by about 30% in those states enacting laws, both in the years of enactment and in the following years, while the rate remained the same in states not enacting helmet use laws. In the year following the enactment of daytime headlamp use laws, the proportion of fatal crashes involving motorcycles decreased from that of the prior year in each of the states enacting such laws relative to the total such fatalities in it and its comparison state not passing such laws. It is concluded that motorcyclist helmet use laws represent social policy that has been effective in achieving the purpose of reducing fatal injuries. Headlamp use laws may achieve the same purpose, but data on more states will be necessary before a more definite conclusion with respect to the value of daytime headlamp use can be reached.

by Leon S. Robertson

Insurance Inst. for Hwy. Safety, Watergate 600, Washington, D.C. 20037

1975 ; 20p 18refs

Availability: Corporate author

HS-017 825

A GUIDE TO UNDERLOAD VEHICLE TESTING

Various aspects of vehicle underload dynamometer testing are discussed. The operation of a dynamometer is described and the advantages of underload testing are considered. The use of the dynamometer and its instrumentation in vehicle performance measurement and the fundamental operations of the internal combustion engine are analyzed. Dynamometer underload testing of compression (rings, valves, and gaskets), carburetion (fuel and air supply systems), ignition (electrical and mechanical systems), chassis (transmissions and drivelines), and brakes is also discussed. A method of organizing the use of a dynamometer is suggested.

Clayton Mfg. Co., Educational Dept., El Monte, Calif.

Rept. No. CE-1575.2 ; 1975 ; 110p

Supersedes HS-009 083 dated 1969.

Availability: Corporate author, \$5.00

HS-017 826

NATIONAL TRANSPORTATION REPORT, CURRENT PERFORMANCE AND FUTURE PROSPECTS, 1974

The state of the United States (U.S.) transportation system in 1974 is reported and alternatives for improving transportation performance in the future are discussed. Information on plans and priorities for state and local transportation systems (urban, intercity, and rural) is included. Highway, rail, air, water, and pipeline transportation plans and alternatives are examined. The national issues affecting U.S. plans and programs are considered: the effects of higher energy prices on transportation, and financial and institutional issues. Governor's summaries from various states on transportation policies and plans as well as major conclusions regarding the conduct of and findings from the National Transportation Survey of 1974 are provided. Transportation cost, mileage, usage, speed, revenue, emission, accident, fatality, and related data are also included.

Department of Transportation, Washington, D.C.
1975 ; 699p refs

Availability: GPO, \$7.50, stock no. 050-000-00105-9

HS-017 827

FACTORS INFLUENCING THE HOT FUEL VAPOUR HANDLING CHARACTERISTICS OF GASOLINE ENGINED AUTOMOBILES

Fuel and engine design features associated with the hot fuel handling performance of European cars are discussed and suggestions on test locations and procedures are included. Vehicle design features affecting hot fuel handling performance have changed significantly in recent years resulting in the need to improve vapor tolerance. Vehicle design features conducive to good hot fuel handling performance (fuel tank, fuel pump, carburetor/fuel injection system, fuel lines, and fuel filters) are discussed, with particular emphasis given to the design of mechanical fuel pumps, the component from which further development would bring most benefits. A wide variety of mechanical fuel pumps (short lever, long lever, and push-rod actuated) has been rig tested to determine the time taken to deliver a quantity of reference fuel against a range of fuel-pump body temperatures for a camshaft speed of about 1500 rpm. The effects of static delivery pressure and diaphragm

stroke are considered and further development of the test rig is described (fuel pump design, valves, diaphragm, static delivery pressure, priming, actuating mechanism, and fuel recirculation). Photographs of the fuel pump test rig assembly and some of the fuel pumps tests are provided. The need is emphasized for still closer cooperation between the oil and motor industries in the future to achieve optimum use of natural resources and provide maximum vehicle user benefit.

by F. H. Palmer

Publ: Institution of Mechanical Engineers, Proceedings, London, 1975, v189 p1-12
1975 ; 13p 21refs

Prepared for presentation at an Ordinary Meeting of the Institution of Mechanical Engineers, Birmingham Airport, England, 20 May 1975.

Availability: Institution of Mechanical Engineers, 1 Birdcage Walk, London, SW1H 9JJ, England

HS-017 828

EXPERIMENTAL AND THEORETICAL PERFORMANCE OF A RADIAL FLOW TURBOCHARGER COMPRESSOR WITH INLET PREWHIRL

A preliminary theoretical and experimental study has been conducted on the performance of a turbocharger centrifugal compressor with inlet prewhirl. The experimental results have shown that stable operation can be extended to low flow rates by the introduction of positive prewhirl. These techniques are now to be applied to turbocharged diesel engines to improve their flexibility. While the initial theoretical study showed that forced vortex prewhirl yielded the most favorable inducer incidence variation with radius, for practical reasons the experimental study was confined to simple straight line vanes yielding a constant whirl angle with radius. The free vortex prewhirl yielded the most undesirable inducer characteristics. These preliminary studies, however, were conducted with the assumption that the impeller inducer be composed of radial blade fibers. By adopting an inducer with non-radial blade fibers, it should be possible to accept free vortex prewhirl without incidence loss. It has been suggested that significant changes in the surge characteristics could be achieved with prewhirl if the vaneless diffuser is not operated close to the stalling limit. Modification of the diffuser design may, therefore, lead to further improvement in the surge margin. The full benefits of inducer prewhirl may only be achieved if the initial compressor design was specifically performed with a view to accommodating prewhirl. This would involve, particularly, inducer design, to minimize incidence loss, and vaneless diffuser design, to maximize the stable operating range.

by F. J. Wallace; A. Whitfield; R. C. Atkey

University of Bath, Claverton Down, Bath, England
Publ: Institution of Mechanical Engineers, Proceedings, London, 1975, v189 n43 p177-86

Rept. No. 43/75 ; 1975 ; 11p 16refs

Availability: Institution of Mechanical Engineers, 1 Birdcage Walk, London SW1H 9JJ, England

HS-017 829

THE USE OF ACCIDENT DATA IN STUDYING VEHICLE HANDLING PERFORMANCE

A study to establish the relation between vehicle handling and accident causes is reported. Since deficiencies in handling are

likely to be associated with accidents involving loss of control, measures of handling which are likely to express proneness to loss of control are first suggested. Emphasis is placed on simplicity of measurement in order to allow as many different models of car as possible to be included in the study. Accident rates for the various accident types which are likely to be influenced by these parameters are then determined by model of car. The effect of other factors, such as variation in driver characteristics between different car models of car, on these rates, is then assessed so that the relationship between handling characteristics and accident frequency can be defined. Finally, the relative importance of the various measures of vehicle handling performance, such as steady state response, transient response, subjective assessment of handling, and braking characteristics, are assessed. The results of this investigation suggest that there is a definite relation between handling performance and accident causation, although it is relatively small when compared to the effects of driver characteristics such as age and sex. In explaining the variation in the accident rate between different models of cars, driver characteristics account for as much as 70%; if driver effects are removed from the accident rate, then handling parameters explain between 35% and 40% of the remaining variation between models of cars. The important parameters appear to be weight, a measure of the change in understeer as a function of lateral acceleration, and power to weight ratio. The results of analyses of fatal and serious injury single vehicle and car to car accidents are tabulated by car model and driver age.

by I. S. Jones
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Buffalo, N.Y. 14221
Publ: Institution of Mechanical Engineers, Proceedings,
London, 1975, v189 n39 p243-58
Rept. No. 39/75 ; 1975 ; 17p 21refs
Prepared for presentation at an Ordinary Meeting of the
Automobile Division, Dunstable, Beds., England, 23 Sep 1975.
Availability: Institution of Mechanical Engineers, 1 Birdcage
Walk, London SW1H 9JJ, England

HS-017 830

COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS

With various fuel-air mixtures and different compression ratios, the intake temperature was varied over the entire range of 200°F down to -100°F for a single-cylinder spark ignited research engine fuelled with natural gas. Performance data—including knock and ignition limits, the nature and extent of exhaust emission, and chamber pressure cyclic variation—were obtained. These data were then interpreted in terms of engine operation on liquefied natural gas (LNG). This experimental work confirmed in general the attractive features of the use of natural gas as a fuel in a spark ignition engine operated under extremely cold intake temperature conditions and that emissions of pollutants were not significantly increased. As the intake mixture temperature is lowered, there can be an increase in the mass of the induced mixture and the mean peak cylinder pressure, which can lead to a possible increase in the indicated power developed by the engine. Although the engine is effectively supercharged, the onset of knock, which occurs with mechanical supercharging, is discouraged. The price for these gains seems to be a slight decrease in the fuel lean ignition limits—measured as air-fuel ratios—as the intake mixture

temperature is lowered. However, due to a concurrent decrease in the onset of knock limits, the range of air-fuel ratios for knock free operations appeared virtually unaffected.

by G. A. Karim; I. A. Ali
University of Calgary, Calgary, Canada; Kwara State Coll.,
Ilorin, Nigeria
Publ: Institution of Mechanical Engineers, Proceedings,
London, 1975, v189 n24 p139-47
Rept. No. 24/75 ; 1975 ; 10p 24refs
Availability: Institution of Mechanical Engineers, 1 Birdcage
Walk, London SW1H 9JJ, England

HS-017 831

SOME EXPERIENCES OF FUEL DILUTION OF LUBRICATING OILS IN SMALL DIESEL ENGINES

Fuel dilution of lubricating oils in small diesel engines is normally attributed to fuel leaking past seals, pumping elements, or feed pump diaphragms. Some authorities view dilution greater than 10 to 15% as undesirable; others advocate an oil change if the viscosity is more than an S.A.E. grade. Other possible causes of dilution depend on fuel properties, nozzle design, and aspects of air flow into a cylinder. The fuel introduced in this manner plays some part in the combustion process and influences engine smoke levels. The dilution so caused is speed and temperature dependent. Analysis of this last cause of oil dilution shows that fuel, nominally contained in a nozzle sac between injections, is blown out by the air flow when the inlet valve of an engine opens. This fuel is deposited on the cylinder head and passes to the cylinder walls, where it is either acted on or plays some part in the combustion process. When this quantity of fuel is sufficiently large, some of the fuel fractions are transferred by piston ring action, thus adding to the lubricating oil content in the crankcase. Engine load, temperature, speed, and fuel type influence this process. Reducing the sac volume has been effective in reducing or practically eliminating fuel oil dilution of lubricating oil, which principally occurs at low engine loads. Other means appear possible, such as a suitably positioned masked inlet valve to reduce fuel oil dilution from this cause. Fuel that is diluting lubricating oil in this way will only evaporate at a low rate from an engine sump, and this is dependent on the nature of the fuel. A fuel with higher boiling point constituents will provide larger additions to the lubricating oil and will persist for a longer period when dilution occurs. Engine tests (40 hour runs with oil samplings every 5 hours), techniques of combustion flame photography using a ported two-stroke engine, rig tests with a stripped fuel injector, and confirmatory engine tests with modified fuel injector nozzles are all briefly described.

by J. C. P. Thornber
Perkins Engines Co.
Publ: Institution of Mechanical Engineers, Proceedings,
London, 1975, v189 n20 p159-65
Rept. No. 20/75 ; 1975 ; 8p 4refs
Availability: Institution of Mechanical Engineers, 1 Birdcage
Walk, London SW1H 9JJ, England

HS-017 832

PERFORMANCE PREDICTION FOR AUTOMOTIVE TURBOCHARGER COMPRESSORS

A procedure to predict the complete performance map of turbocharger centrifugal compressors is presented. This is based

on a one-dimensional flow analysis using existing published loss correlations that were available and thermodynamic models to describe the incidence loss and slip factor variation at flow rates which differ from the design point. To predict the losses within the complete compressor stage using a one-dimensional flow procedure, it is necessary to introduce a number of empirical parameters. The uncertainty associated with these empirical parameters is assessed by studying the effect of varying them upon the individual losses and upon the overall predicted performance. The most difficult and critical parameter to be estimated is the overall diffusion ratio of the impeller. This controls the extent of the through-flow jet and in turn the predicted slip factor and mixing loss.

by A. Whittle; F. J. Wallace
 University of Bath, School of Engineering, Claverton Down,
 Bath BA2 7AY England
 Publ: Institution of Mechanical Engineers, Proceedings,
 London, 1975, v189 n12 p59-67
 Rept. No. 12/75 ; 1975 ; 10p 14refs
 Availability: Institution of Mechanical Engineers, 1 Birdcage
 Walk, London SW1H 9JJ, England

HS-017 833

SIMULATION MODEL FOR A CRANKCASE-COMPRESSION TWO-STROKE SPARK-IGNITION ENGINE INCLUDING INTAKE AND EXHAUST SYSTEMS

A model is presented to simulate the power cycle and gas exchange process in a crankcase-compression, two-stroke spark ignition engine which includes intake and exhaust systems. Chemical equilibrium and a two-zone combustion model with a spherical flame front are assumed for the power cycle and generalized non-steady gas dynamic expressions, including variable composition, variable specific heats, friction, and heat transfer, are assumed for the gas exchange process in the intake and exhaust systems. For the scavenging process in the cylinder, a thermal mixing model is used to calculate the pressure changes. Experiments with a small high speed engine (a Rockwell JLO engine) showed that the model gave good predictions of the pressure changes during the gas exchange process and the air flow rate. The power predictions followed the experimental trend, but the quantitative results were not so good as the air flow predictions. Despite the limitations of the power predictions, the method offers the designer a tool for improving the performance of the crankcase-compression engine.

by R. S. Benson; P. C. Baruah; B. Whelan
 University of Manchester Inst. of Science and Technology,
 Sackville St., Manchester M60 1QD England
 Publ: Institution of Mechanical Engineers, Proceedings,
 London, 1975, v189 n7 p167-75
 Rept. No. 7/75 ; 1975 ; 10p 13refs
 Availability: Institution of Mechanical Engineers, 1 Birdcage
 Walk, London SW1H 9JJ, England

HS-017 834

SAFETY MOTORCYCLE

To discover what happens to a motorcycle in a variety of collisions, a model about 24 inches long was constructed and fitted with a dummy figure; all were contained in a travelling cage moving down a sloping runway. The dimensions, velocities, and other properties of the components were related by the

principle of dimensional similarity so that the relative motions and velocities remained those of a full-sized machine. This enables the ultimate effect on the dummy to be photographed after the accident. From this a design for a safety motorcycle can be created that will withstand the collisions met in practice. Simulation tests of the following types of accidents involving motorcycles were conducted using the model: front impact against a rigid obstacle; skid on clear road and fall; side impact; roll-over; and rear impact on the stationary vehicle of a moving body or missile. The design arising from the conclusions reached in these tests would embody the following features: side guards and framing; hip belt; chest buffer; seat back for the front; side pillars, rear support, and back rest for the back seat; hand-operated stand; and safety helmets. This design is considered the minimum for reasonable safety at speeds up to about 30 mph and for reducing injuries at higher speeds. Detailed descriptions and photographs of test runs are appended.

by J. S. Westcott
 Publ: Institution of Mechanical Engineers, Proceedings,
 London, 1975, v189 n1 p1-16
 Rept. No. 1/75 ; 1975 ; 17p 5refs

Prepared for presentation at an Ordinary Meeting of the Automobile Div. at Loughborough Univ., 18 Feb 1975.
 Availability: Institution of Mechanical Engineers, 1 Birdcage
 Walk, London SW1H 9JJ, England

HS-017 835

GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS

A brief is presented of the Department of Transportation's response to petitions of the Uniroyal and B. F. Goodrich tire companies regarding the Federal regulation which sets forth uniform tire quality grading standards (UTQGS), issued in accordance with the mandate of the 1966 Federal Traffic and Motor Vehicle Safety Act. Tires have been marketed using confusing and misleading nomenclature. The qualities that are important to the consumer are treadwear, traction, and temperature resistance. This regulation seeks to provide the consumer with this information. Petitioners attack the Department for abandoning its earlier control tire approach. No bids for the production of a control tire were submitted by the closing bid date. Petitioners further attack the UTQGS because it fails to meet the need for motor vehicle safety and does not explain the properties that will be graded. The National Highway Traffic Safety Administration explains why these complaints are unjustified. Included in the presentation are: the history of the regulation; the efforts of the Administrative Procedure Act in promulgating the standard; the criteria applicable to the promulgation; and the rule's three grading tests, labeling, and leadtime requirements. The traction, treadwear, and temperature resistance tests are described. The rule's labeling requirements are reasonably calculated to meet the Act's purpose of informing the consumer. The leadtime allowed for implementation is argued to be quite adequate.

by Frank A. Berndt; Allan J. Kam; Rex. E. Lee; Ronald R. Glancz; Richard A. Olderman
 National Hwy. Traffic Safety Administration, Washington, D.C. 20590; Department of Justice, Civil Div., Washington, D.C. 20530
 Rept. No. 75-1568, 75-1785 ; 1975 ; 110p refs
 Availability: Technical reference library

HS-017 836

VEHICLE LIMITS FOR ROAD SAFETY AND ROAD PROTECTION

The need to place legal limitations on the size and mass of motor vehicles is explained. Restrictions on the mass of vehicles, axle loads, tire pressure, and overall dimensions are applied in all developed industrial countries in order to keep the cost of constructing and maintaining roads within reasonable bounds. Limitations imposed in the various States and Australian government territories on the maximum mass and dimension of registered road vehicles are reviewed and explained. Limits on maximum mass are usually governed by the vehicle design rules adopted by the Australian Transport Advisory Council and applied universally in the Australian States. The limit on tire pressure is intended to limit the damage caused by vehicles to the road and to safeguard the driver and other road users from the dangers of a vehicle loaded beyond the capacity of its braking system. The principal statutory dimensional limitations apply to width, height, overall length, rear overhang, and axle spacing. The present statutory limits are designed to enable roads to provide a reasonable level of service for their design life. A permit system allows a hauler to obtain a permit for the transport of exceptionally large or heavy loads under special conditions. The road standards selected for a particular route are primarily questions of economics. The National Association of Australian State Road Authorities has initiated a study to determine the most appropriate legal limits for road vehicles which could be applied nationally or in particular regions.

National Assoc. of Australian State Road Authorities, Sydney 1974 ; 20p

Availability: Corporate author

HS-017 837

POST-COLLISION VEHICLE FIRES. PROJECT REPORT

Post-crash vehicle fires are examined. Literature available on post-crash fires includes several studies of the types of accidents in which burn injuries are most likely to occur, fuel system design factors which are relevant to fires in traffic accidents, and surveys of the types of accidents in which post-collision vehicle fires occur conducted in several states and countries. A study of the rate of incidence of fuel leakage and vehicle fires was conducted in Birmingham, England. A study of the Fire Brigade records of cases in which fuel was washed from the roadway following a collision or in which vehicle fires were attended and of city police records of vehicle accidents indicated that: 7.4% of all vehicle fires were associated with collisions; 0.29% of all vehicle collisions resulted in vehicle fires; and 1.3% of all vehicle collisions caused fuel leakages. It is suggested that these figures represent the absolute minimums, since many small volume leakages are not reported. Members of the Accident Research Unit at Birmingham University analyzed post collision fire cases. The accidents investigated were drawn from reports on high energy impacts in current production cars. Of the over 1,150 accident files studied, only 33 vehicles sustained post crash fires. Of the 60 people involved, 21 were fatally injured, 16 of which were burned to death in the post-impact fire. Post-mortem investigations indicated that in 75% of these 16 cases, no life threatening injuries resulted from impact forces. In addition, seven persons received burns, and two of these people died.

Analysis of accident damage to the vehicles indicated that 24% of the vehicles in which post-impact fires occurred rolled over during the accident. In all but one of the cases involving rollover and post-impact fire, the vehicle came to rest inverted, and in those cases in which an occupant burned to death, 42% of the vehicles came to rest inverted. In 27 cases, the passenger compartment was significantly involved in the post crash fire. Identified fuel leakages occurred in the fuel filler cap area in over 50% of the leakage cases. An extensive bibliography is included.

by P. F. Glynns; G. M. Mackay; S. Chatterjee
University of Birmingham, Accident Res. Unit, England
1975 ; 26p 44refs

Availability: Corporate author

HS-017 838

MEASURING THE PHYSICAL DIMENSIONS OF U.S. INFANTS AND CHILDREN

In March 1975, a multidisciplinary research team at The University of Michigan completed a three year study designed to obtain 41 different anthropometric measurements on 4,000 infants and children representative of the U.S. population. The children ranged in age from 2 weeks to 13 years. The principal purpose of the study was to obtain data essential for the development of improved standards for the safe design of toys, furniture, bicycles, automotive child restraint seats, and other products used for or by infants and children. Two field teams using specially modified measuring devices linked to a portable NOVA 1220 minicomputer measured subjects at 76 locations in eight states in accordance with a sampling plan based upon U.S. Census and Department of Health, Education, and Welfare population data. The 41 dimensions measured consisted of: five general body measures; five body segment lengths; 11 hand, foot, and finger measurements; five body segment breadths; four body segment depths; nine segment circumferences; and standing and sitting center of gravity. The study results for each measurement present the sample size, the mean, the standard deviation, and the 5th, 50th, and 95th percentile numbers for 22 age intervals.

by Richard G. Snyder; Martha L. Spencer; Clyde L. Owings; Lawrence W. Schneider
Publ: HIT Lab Reports v6 n1 p1-23 (Oct 1975)
1975 ; 24p refs

Availability: See publication

HS-017 839

TRUCKS: AN ANALYSIS OF ACCIDENT CHARACTERISTICS BY VEHICLE WEIGHT

To obtain better information on which to base procedures for licensing operators of large trucks, an analysis was performed of a year's sample (1973) of truck crashes (253,459 in all) reported in North Carolina. Trucks were divided into the following three groups: large trucks, including three-axle trucks and tractor-trailers; intermediate trucks, including two-axle trucks more than 24,000 lbs Gross Vehicle Weight (GVW); and small trucks, including two axle trucks weighing 24,000 lbs GVW or less. Larger trucks were found to be more likely to be involved in single vehicle crashes than cars or smaller trucks, and in such accidents the truck drivers are just as likely to be killed as car drivers. Large truck crashes are hardly ever related to the truck driver's use of alcohol or to other physical

conditions. When a car collides with a truck, the car driver nearly always sustains a more serious injury than the truck driver, and a large proportion of such accidents involve fatalities. Truck drivers appear to encounter difficulties in getting their vehicles stopped, whether because of brake failure or insufficient braking power, and trucks in crashes are more likely than cars to be reported as having vehicle defects. Although drivers of large trucks generally are less likely to be found in violation than car drivers, the truck operator is more likely to be found in violation in multi-vehicle accidents. Generally, small trucks appear much like cars on the basis of accident report information, while the two-axle trucks over 24,000 lbs GVW appear more like the large trucks. Tables are given for each vehicle class in relation to accident types, vehicle maneuvers, accident characteristics, month, day, and hour of accident, light, weather, and pavement conditions, accident locations, defects, vehicle speeds, driver characteristics, seat belt usage, violations, and accident and injury severity.

by Lorraine S. de Savornin Lohman; Patricia F. Waller
University of North Carolina Hwy. Safety Res. Center, Chapel Hill, N. C.

1975 ; 75p 5refs

Supported in part by the North Carolina Governor's Hwy. Safety Prog.

Availability: Corporate author

HS-017 840

VERTEBRAL COLUMN INJURIES AND SEAT BELTS

Seven automobile accidents in which 11 occupants received vertebral column fractures are examined to investigate the relationship between such injuries and seat belt use. The most common lumbar fracture is the simple compression fracture at the thoracolumbar junction produced by a combination of vertical load and hyperflexion. This type of injury is not typical of seat belt related fractures, which are generally a distraction type injury with separation of the spine and posterior elements from the adjacent vertebra. Compression and flexion fractures in car crash victims are found to be not related to the use of lap belts, but rather to be due to the vertical forces imposed on the lumbar spine. The cases reviewed show that similar-if not identical-lumbar vertebral injuries can occur in car occupants wearing or not wearing lap belts at the time of the crash. Causally relating a lumbar injury to the lap seat belt is therefore in error. Only distraction injuries located between lumbar vertebrae 2 and 4 with no evidence of either compression or anterior wedging can be causally related to a lap belt. Even some injuries with this type of configuration have been observed in persons who were not wearing seat belts. The type and location of the lumbar spine injury can frequently be an indicator of load application. Other body injuries, or the lack of them, are often good clues to determine the point of load application causing lumbar injury. It has been recommended that additional details of the injuries and of the accident be obtained for accuracy in the reporting of seat belt injuries. X-ray photographs of lumbar injury and photographs of the automobile crash damages are provided.

by Donald F. Huelke; Herbert Kaufer
Publ: Journal of Trauma v15 n4 p304-18 (Apr 1975)

1975 ; 72refs

Availability: See publication

HS-017 841

ROAD SAFETY OF CHILDREN IN THE UNITED KINGDOM

Methods for improving the road safety of children between the ages of 5 and 9 in England were investigated. About 90% of the road accidents resulting in death or injury to these young school age children occur when the children are crossing the road or bicycling. Activities aimed at reducing the numbers of such accidents to children include: road safety education programs in schools; training programs; propaganda; and the provision of pedestrian crossing facilities. A survey of 1,277 primary schools and 936 secondary schools showed that the poster is the main teaching aid used in road safety instruction programs in the schools. Only 35% of primary schools and 17% of secondary schools had a planned program of road safety teaching. However, only 16% of primary schools and 4% of secondary schools had time set aside for road safety programs. Most head teachers felt that parents should have the primary responsibility for road safety training. A pedestrian crossing code appropriate for teaching to young children was developed by the Transport and Road Research Laboratory of the British Department of the Environment. Both the Royal Society for the Prevention of Accidents and the police provide materials and programs for teaching road safety.

by K. Russam

Transport and Road Res. Lab., Rd. User Characteristics Div., Crowthorne, Berks., England

Rept. No. TRRL-LR-678 ; 1975 ; 16p 6refs

Availability: Corporate author

HS-017 842

AN ANALYSIS OF SOME WORLD TRANSPORT STATISTICS

An overview of trends in world passenger and goods transport by mechanical means since 1950 is presented. Passenger transport by road, train, air, and sea during the period from 1950 to 1970 is examined, and estimates of the passenger kilometers (km) and ton-kilometers transported by each method in different areas of the world are presented. Dramatic increases have occurred in passenger transport during this period, and passenger kms per person have increased from 1,400 per year to 3,000 per year. There are still marked disparities in passenger travel between regions, varying of an average per person travel distance of 10,000 kms per year in North America to about 1,000 kms per person per year in Asia and Africa. Goods transport by all modes has increased rapidly during this period. Shipping accounted for over 50% of all the ton-kms of goods transported in 1950 and for about 70% of all ton-kms of goods transported in 1970. Goods transport by air increased about 17-fold during this period, although it still accounts for only 0.1% of the total ton-kms moved by all modes. While the share of rail transport has decreased substantially, the amount of freight shipped by rail has increased steadily. Predictions of future trends in passenger and goods transport suggest that: passenger transport by road, rail, and air will continue to increase during the next 20 years, with transport by air increasing the most rapidly; transport of goods by road is expected to double during this period; transport of goods by rail is expected to increase only slightly, with its share of the total continuing to decrease; and transport of goods by air is expected to increase 10-fold, significantly increasing its share of the total ton-kms transported.

May 31, 1976

HS-017 845

by A. H. Tulpule
Transport and Road Res. Lab., Urban Transport Div.,
Crowthorne, Berks., England
Rept. No. TRRL-LR-622 ; 1974 ; 52p 20refs
Availability: Corporate author

HS-017 843

INJURY NUMBERS FOR VARIOUS FRONTAL CRASH TESTS

A series of crash tests was conducted on General Motors vehicles in the Opel line in order to evaluate the difference in results obtained by proposed alternative methods of investigating crash worthiness and occupant protection in 30 mph frontal impact accidents. The comparison was made on the following commonly used criteria: Severity Index (SI) and Head Injury Criteria (HIC-I) numbers; vehicle deceleration; seat belt loads; and femur loads. The dummy used for the rating was a General Motors Hybrid II, 50% percentile. In all tests standard static 3-point-safety belts without inertia reels were used. Results of the various tests indicate that regardless of the kind of frontal impact tests used, head and chest decelerations start at about the same time after impact and that the peak values occur at the same time. When the deceleration traces were calculated into injury numbers, the values for head HIC and chest SI were lower for a 30° impact and lower yet for a one-half offset barrier test. Although the test results do not show a good correlation of average deceleration and injury numbers, there is a good correlation consistent with these models between the permanent maximum crush and the injury numbers. It is concluded that for the models tested the modification of the flat frontal barrier test into a 30° or one-half offset test would result in: somewhat higher steering wheel intrusion; somewhat higher load into the doors; and minimal larger toe pan deformation. These results indicate the need for a more severe test of the body structure. However, the modification of the tests would also result in lower injury numbers for the occupants. These results are valid as long as passenger compartment deformation or intrusion is not a significant factor.

by E. S. Kiefer
(Adam Opel AG) General Motors Overseas Operations, D-609,
Postfach, Federal Republic of Germany, Rüsselsheim,
Germany
1975 ; 21p
Presented at the Seminar for Accident Research, Univ. of
Cologne, 4 Oct 1975.
Availability: Corporate author

HS-017 844

A STATISTICAL PROFILE OF MOTOR VEHICLE OPERATORS WHO HAVE COMPLETED THE STATE OF CONNECTICUT DRIVING WHILE INTOXICATED REEDUCATION PROGRAM

A statistical profile of motor vehicle operators who have completed the State of Connecticut Driving While Intoxicated Reeducation Program is presented. A sample of 2,000 first offender drivers was used for the purposes of this survey. Of these drivers, 1,840 were male and 135 were female. The average age for males was found to be 37.8 years, while that for females was 41.2 years. The average number of years of schooling completed by males was 11.5, compared to 11.8 for

employment rate was almost the same for both groups. A greater incidence of divorce was found among the women in the program than among the men, and females also experienced a greater incidence of loss of spouse. The average family size for male participants was found to be above that for females. The number of children was more uniformly distributed for males than for females. Data indicated that a male was more likely to have had a previous arrest than a female, and that the mean age at the time of the first arrest was 29.7 for males and 37.0 for females. Females began drinking significantly later in life than males, and the frequency of drinking on the part of males was significantly above that of females.

by Frank C. Grella; Michael J. Panik
1975 ; 55p 7refs

Prepared for the State of Connecticut Dept. of Motor Vehicles. Cover title: The Drinking Driver; a Statistical Profile of First Offender Alcohol Involved Drivers in Connecticut.
Availability: State of Connecticut Dept. of Motor Vehicles

HS-017 845

AUTOMOBILE TIRE NOISE: RESULTS OF A PILOT STUDY AND REVIEW OF THE OPEN LITERATURE. FINAL REPORT

Automobile tires contribute significantly to noise in the environment, due to the large number of cars in operation. A pilot study was designed to investigate the influence of the following parameters on automobile tire noise levels: tire inflation levels; tire loads; speed; tread design; tire wear; and pavement surface. The test vehicle used in this program was a 1973 Plymouth Fury. The vehicle was equipped with a V-8 engine (318 cubic inches) and an automatic transmission. The car was operated in a loaded condition. Two microphones were located at 25 and 50 feet from the centerline of the lane in which the vehicle travelled, along a line perpendicular to the path of travel. Radio transmitters were activated by the car running over a tape switch located along the test lane parallel to the path of the vehicle. Coaxial cables connected the microphones with the tape recording and monitoring equipment. The National Bureau of Standards analyzed the tapes. Vehicle speed, road surface characteristics, and tread design were found to be major factors affecting automobile tire noise. The effect of pavement surface is more significant for automobile tires than for trucks since the texture within the tire-road interaction zone is on the same scale as the tread element spacing typical of passenger car tires. Although load and wear are significant factors for truck tires, they do not affect car tires as much because the majority of automobile tires use rib tread designs. The limited data available in the literature indicated that such factors as inflation, number of plies, tire dimensions, and tire cord material are not significant factors affecting tire noise. The appendices include the parametric study results and instrument descriptions. Tread element patterns are illustrated.

by W. A. Leisure, Jr.; D. E. Mathews; M. A. Cadoff
National Bureau of Standards, Washington, D. C. 20234
Rept. No. DOT-TST-76-4 ; 1975 ; 80p 17refs
Sponsored by the Department of Transportation Office of Noise Abatement, Washington, D. C. 20590.
Availability: NTIS

HS-017 846

HS-017 846

ALCOHOL AND MARIJUANA EFFECTS ON STATIC VISUAL ACUITY

Static visual acuity was measured at two contrast levels (12% and 49%) in ten subjects in a double blind experiment involving five drug conditions of alcohol and marijuana. The five drug conditions were: 0.5 milliliter (ml) and 1.0 ml per kilogram body weight of 95% ethanol; 8 and 15 milligrams delta-9-tetrahydrocannabinol; and a placebo. No statistically significant change in static visual acuity was observed for any of the dose levels at any of the measurement times up to 6 hours following drug ingestion. This is sharply contrasted with the marked decrements in acuity which were found in the same subjects under the same drug conditions when the targets were in motion and required coordinated eye movements for their resolution. All subjects were "social" drinkers and had previously smoked marijuana at least five times (averaging 2.5 marijuana cigarettes per week).

by Anthony J. Adams; Brian Brown; Merton C. Flom; Reese T. Jones; Arthur Jampolsky
Contract DADA17-73-C3106; Grant KO2MH32904; DA00033.
Publ: American Journal of Optometry and Physiological Optics, v52 n11 p729-35 (Nov 1975)

1975 ; 13refs

Availability: See publication

HS-017 847

THE SHOCK ISOLATOR FOR THE BUMPER SYSTEM

After investigating various methods for meeting the requirements of Federal Motor Vehicle Safety Standard (FMVSS) No. 215 for the protection of exterior automotive parts for 1974 model vehicles, Toyota decided on the shock isolator system for its models. Developmental work on the bumper system clarified the correlation between the physical properties of the compressible solid and the mechanical structure and load-deflection characteristics of the shock isolator system. The use of such compressible solids as rubber, metallic sodium, and potassium as a working medium was investigated and silicone rubber was found to have the most preferable characteristics. A number of silicone rubbers were investigated and their molecular weight and cross-linking density changed. In order to determine the dynamic property of the entire shock isolator system, both the performance of the silicone rubber, which affects this dynamic property, and the design of the piston orifice should be taken into account. Test results indicate that the shock isolator system using a compressible solid demonstrates the most efficient performance in the following ways: the load-stroke curves are stable in all circumstances; and an adequate relationship exists between the velocity and the energy absorption.

by Yasuhiko Tsuzuki; Akira Saganuma; Hiroyuki Ono; Toshimitsu Kobayashi
Toyota Motor Co., Ltd. (Japan); Aisin Seiki Co., Ltd. (Japan)
Rept. No. SAE-750008 ; 1975 ; 10p
Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HSL 76-05

HS-017 848

PERFORMANCE CHARACTERISTICS OF ELASTOMERIC BUMPER FASCIA

A comparison of the material performance, processing differences, and cost implications of the following material candidates for automotive exterior fascia is presented: reaction molded thermoset urethane; thermoplastic urethane; and glass-fiber reinforced EPDM (ethylene propylene diene monomer) rubber. When considering large moldings, thermoset urethane is the most economical means of production. The technical information and economic analysis presented are based on firm data established from a production proven operation. There is no doubt that future growth of flexible exterior body panels and bumper fascia for the U.S. automotive industry will be based primarily on the technology of reaction molding of thermoset urethanes.

by Hartley A. Silverwood
McCord Corp.; Davidson Rubber Co., Inc.
Rept. No. SAE-750007 ; 1975 ; 8p 5refs
Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 849

THE APPLICATION OF ELASTOMERIC BUCKLING COLUMNS IN AN ENERGY MANAGEMENT BUMPER SYSTEM

In an Energy Management Bumper System (EMBS), maximum energy-absorption efficiency is achieved with a 'square wave' load/deflection response. Laboratory and barrier impact tests (two and five mph barrier impacts for a 4,500 test vehicle) show that elastomeric columns provide essentially square wave response during the buckling stage of column deflection. Of the materials tested, high diene-low Mooney EPDM (terpolymer of ethylene, propylene, and a diene) materials fabricated into hollow cube absorber units exhibited square wave efficiencies of 85 to 90% and were found to be the most suitable elastomers for an EMBS application. The efficient use of the elastomeric absorbers in an EMBS was accomplished by placing a metal face plate in front of the units to distribute the impact force across the face of the vehicle. This concept was applied to an engineering design for a 3,000 lb vehicle EMBS that would handle impacts at 5 mph in compliance with Federal Motor Vehicle Safety Standard No. 215. Schematics, exploded views, and drawings of the EMBS assembly are provided.

by J. H. Tundermann; G. M. Larson; R. B. Anderson
International Nickel Co., Inc.; Pioneer Engineering and Mfg. Co.
Rept. No. SAE-750011 ; 1975 ; 15p 16refs
Presented at the Automotive Engineering Congress and Exposition, Detroit, Mich., 24-28 Feb 1975.
Availability: SAE

HS-017 850

ALCOHOL, DRUGS, AND TRAFFIC SAFETY. PROCEEDINGS OF THE INTERNATIONAL

May 31, 1976

HS-017 853

CONFERENCE (6TH) TORONTO, SEPTEMBER 8-13, 1974

The following aspects of the interrelationship between traffic safety and alcohol and drugs are examined: the epidemiology of alcohol and drug related traffic accidents; pharmacological, physiological, and psychological aspects relevant to driving impairment; methods of analyzing for alcohol and drugs in the human body; aspects of the control and prevention of drinking-driving; and public information and educational campaigns on drinking-driving. Patterns of drug and alcohol abuse in a variety of communities and countries are discussed in detail. Local, state, and national legislative measures designed to counter the problems of drinking-driving are described and evaluated. The effectiveness and accuracy of various instruments for measuring blood alcohol concentration are investigated. The effects of alcohol and drugs on driving ability are discussed. The effect of public education campaigns with regard to drinking-driving on behavior patterns and accident statistics are examined.

by S. Israelstam, ed; S. Lambert, ed.
Addiction Res. Foundation of Ontario, Toronto, Canada
1975 ; 908p refs
Includes HS-017 851--HS-017 938. Conference held in association with the International Com. on Alcohol, Drugs, and Traffic Safety and the International Council on Alcohol and Addictions.

Availability: Corporate author

HS-017 851

EPIDEMIOLOGIC ISSUES ABOUT ALCOHOL, OTHER DRUGS AND HIGHWAY SAFETY

Epidemiologic principles and their applications to analysis of highway safety problems related to the use of alcohol and other drugs are discussed. One problem area is the need to set priorities for research and action. A model of frequency and quantity of deviance has been proposed to provide a guide to the effect of a drug on traffic safety. This model states that the more frequently a drug is used in the highway setting, the more often it is likely to be a problem and that the more impairing the effect of the drug, either because of its inherent nature or because of the usual amount consumed, the more likely there is to be a problem. Based on this model, only alcohol, marijuana, and tobacco can be identified as of potentially major importance to highway safety at this time and on this continent. Alcohol appears to contribute to the hazard of the other two drugs. Any epidemiologic study must consider both the factors which may affect the occurrence of the problem and the perceptions of the extent of the problem. Varying definitions of a highway fatality, failure of studies to include environmental and other variables that may interact with alcohol and other drugs, evaluation studies which do not use a two by two design, and data that contain large numbers of false negatives and false positives have created a large body of literature having data that are of unknown comparability. Research on the role of marijuana usage in traffic safety indicate that the effects of the use of marijuana are less impairing than the effects of the use of alcohol and that there are not enough crashes or near crashes which can be attributed to the effects of this drug to result in excessive risk at this time.

by Julian A. Waller
University of Vermont, Dept. of Epidemiology and Environmental Health, Burlington, VT.
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, 1975 ; 25refs
Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 852

ALCOHOLICS AND SOCIAL DRINKERS: CHARACTERISTICS AND DIFFERENTIATION

A variety of criteria can be used to make a diagnosis of alcoholism. Definitions of alcoholism may depend on the quantity imbibed, the degree of loss of control, social consequences, physiological and clinical criteria, and/or psychological parameters. The choice of diagnostic criteria has often been directly influenced by the goals of those using the criteria. These goals may include: desire for early detection; establishing a prognosis; or absolute certainty of diagnosis. Each diagnostic criteria has some drawback, even though it is a reasonably firm criteria of alcoholism. The best means of detecting alcoholism is a combination of the most diagnostic and frequently occurring factors with considerable reliance on those that are a direct consequence of excessive and chronic drinking. The Michigan Alcoholism Screen Test (MAST) provides such a tool for identifying alcoholics and differentiating between alcoholics and social drinkers. The MAST now consists of 24 questions which can be administered or self-administered in 10 to 15 minutes. It has a simple, comprehensible scoring system which does not require the presence of a statistician or a computer bank. The scoring system gives each question a weighted value based on its discriminatory power, with three 5 point questions considered as diagnostic. A copy of this screening device is included.

by Melvin L. Selzer
University of Michigan Medical School, Ann Arbor, Mich.
48104
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, 1975 ; 13-20
1975 ; 18refs
Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 853

ROADSIDE SURVEYS, DEMOGRAPHICS AND BACS [BLOOD ALCOHOL CONCENTRATIONS] OF DRIVERS

Roadside surveys, demographic information, and data on the blood alcohol concentrations (BAC) of drivers can all be used to assess the effectiveness of programs designed to reduce the role of alcohol in traffic safety problems. The Alcohol Safety Action Project (ASAP) in Washtenaw County, Michigan, conducted a roadside survey in which drivers were asked to agree to be interviewed and/or to give a breath sample for BAC analysis. Of those who gave a full interview, only 6% were above 0.10% BAC, while of the group which gave a sample but no interview, 22% were at 0.10% BAC or greater. ASAP roadside survey data indicate that: the reported origin and/or destination of the trip is significantly related to the BAC of the driver; there appears to be no significant relationship between

the absence or number of passengers and the driver's BAC; drivers aged 21 through 55 are the most likely to have some alcohol and significantly more likely to have illegal BAC's than other drivers; men are less likely to be alcohol free and more likely to be over the illegal limit than are women; single people show the largest proportion of alcohol free drivers and the smallest proportion of illegal BAC's; there is some slight evidence that low income, lower socio-economic status groups are more likely to be on the road at significant BAC's and are less likely to be alcohol free than are upper socio-economic status groups; there is no apparent difference in the use of safety belts between drinking and non-drinking drivers; and that individuals with no accidents in the past 3 years were more likely to be using alcohol. Analysis of data collected through roadside surveys at ASAP sites indicates that these programs have resulted in a slight but significant reduction in the proportion of drivers with BAC's above 0.05%.

by Robert B. Voas

National Hwy. Traffic Safety Administration, Office of Alcohol Countermeasure, Washington, D.C. 20590
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p21-31

1975 : 7refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 854

DRINKING AND DRIVING IN THE NETHERLANDS OVER A FOUR-YEAR PERIOD

The Institute for Road Safety in Holland (SWOV) has conducted three roadside surveys into drinking habits: one in 1970, one in 1971, and one in 1973. The primary purpose of these surveys was to collect information on the degree and pattern of alcohol usage by drivers prior to the introduction of a legally prescribed blood alcohol concentration (BAC) limit. Each of the three survey sites at each of 30 municipalities was visited once during the survey year by a research team. Drivers were asked to permit a 10 minute interview and to provide a blood sample and take two breath tests. In 1970, 2,690 of the 3,141 drivers asked cooperated; in 1971, 2,983 of the 3,417 asked cooperated; and in 1973, 2,134 of the 2,617 asked participated. Both a multivariate analysis and simpler analyses of selected variables were conducted. The personal variable which was found to have the most striking relation to BAC was the sex of the driver; men were found to have drunk far more than women. Drinking increased rapidly from early to late at night. Alcohol use of drivers increased over the years for both men and women and both early and late at night, but particularly for drivers coming from pubs or bars. In this sample, alcohol consumption increased rapidly with age up to about 50 years. However, younger drivers comprised the larger part of motorists coming from pubs and bars. The general relation for age and BAC was found to be slightly U-shaped with the 25 to 35 year group scoring highest late at night.

by P. C. Noordzij

Institute for Rd. Safety Res. SWOV, Voorburg, The Netherlands
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p33-9

1975

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 855

CHARACTERISTICS OF LATE-NIGHT, WEEKEND DRIVERS: RESULTS OF THE U.S. NATIONAL ROADSIDE BREATH-TESTING SURVEY AND SEVERAL LOCAL SURVEYS

In the fall of 1973 the Highway Safety Research Institute of the University of Michigan conducted the first nationwide roadside breath testing survey in the United States. It was decided to conduct this national survey, which was designed to obtain reliable estimates of the extent of driving at various levels of alcohol impairment for the United States as a whole, only on Friday and Saturday nights between the hours of 10:00 p.m. and 3:00 a.m. Obtaining the assistance of local police officials in conducting the survey proved to be a problem in some areas. A controlled probability scheme was used to select a limited number of survey sites. Four or eight roadside sites were selected for each of the 34 communities selected for the survey. The Omicron Intoxilyzer and the Intoximeters Field Crimper were used for testing blood alcohol concentrations (BAC's) at the survey sites. Almost half of the drivers interviewed said that they had drunk alcoholic beverages some time during that day, and 22.6% registered a BAC of 0.02% or more. About 12% of the drivers had been drinking to an extent great enough to impair their driving performance. Five percent registered at a BAC considered illegal in every state. The proportion of drinking drivers increased later at night. Survey data indicates that drinking drivers may be an even more serious problem on Saturday nights than on Friday nights. The most extensive drinking was found among males and among drivers aged 25 to 44. Disproportionately high percentages of impaired drivers were found among Blacks, non-high school graduates, divorced and separated persons, and blue collar workers. In addition, slightly higher impaired driving rates were noted among unaccompanied drivers, among drivers with relatively low annual mileages, and among drivers on relatively short trips. Results are tabulated.

by Arthur C. Wolfe

University of Michigan, Hwy. Safety Res. Inst., Ann Arbor, Mich. 48105
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p41-9

1975

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974. Complete report on this survey, entitled "1973 U.S. National Roadside Breathtesting Survey: Procedures and Results," is available from NTIS as HS-801 241.

Availability: In HS-017 850

HS-017 856

PATTERNS OF BLOOD ALCOHOL CONCENTRATIONS AMONG DRIVERS

The first phase of a research project intended to measure the effects of attempts made to reduce the frequency of driving after drinking in the driving public of a typical county is discussed. The objectives were to establish a baseline of breath alcohol levels, determine demographic characteristics, describe drinking and driving behaviors, and obtain information on media usage by the drivers. Howard County, Indiana, was selected for the project, which involved a total of 1,919 interviews conducted at 275 sites in the county. The number of sites for each road type in the county was: 4-lane, 73; 2-lane, 73; city streets, 69; and county roads, 49. The interview in-

cluded questions designed to show demographic data, driving characteristics, drinking behavior, and media usage. Alcohol levels were measured by the Borkenstein technique. A control sample from Grand Rapids, Michigan, was analyzed for selected comparisons with the Howard County data, including: the frequency of interviewees at various alcohol levels; the frequency of alcohol level by sex; the frequency of alcohol level by ethnic group; the frequency of alcohol level by age; alcohol level by marital status; alcohol level by education; alcohol level by occupational level; the frequency of place of departure, day of week, mileage driven, and reported drinking and driving frequency by alcohol level; the county of origin by road type; and the use of newspapers, radio, television, and movies by those interviewed. The extensive results are tabulated.

by Bernard H. Fox; Robert F. Borkenstein
National Cancer Inst., Bethesda, Md. 20014
Contract PH-86-67-149

Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p51-67

1975 ; 2refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 857

PATTERNS OF DRUG ABUSE AND THEIR RELATIONSHIP TO TRAFFIC ACCIDENTS

Most drugs seen in cases presented in the emergency rooms of hospitals and those involved in traffic accidents are very similar. Most of these drugs originate as over the counter and prescription drugs. A study conducted in 1968 which used both a questionnaire and a chemical analysis on body fluids of people involved in traffic accidents showed that 705 of the 3,409 drinking drivers had engaged in some concurrent drug usage. Although at least 107 different types of drugs were named, the following categories accounted for about half of the sample: tranquilizers, analgesics and antipyretics, sedatives and hypnotics, and analgesic narcotics. Analysis of the body fluids of emergency room patients suspected of drug involvement by the Clinical Laboratory of the Addiction Research Foundation in Toronto, Ontario, Canada, over a 9 month period from October 1972 through June 1973 showed that 938 of the 1,560 cases studied were positive for one or more drugs, including ethanol. The use of a questionnaire type survey has been shown to be very conservative in that few of the drugs used are reported. It is suggested that a comprehensive drug screening must be performed on every person suspected of being an overdose case or traffic accident victims suspected of drug use. By monitoring the overdose scene in the local hospital, a minimum comprehensive list of drugs could be drawn up. This would help towards a more thorough investigation and would save time so that the difficult cases can be handled by the more sophisticated instrumentation, such as gas chromatography, mass spectrometry, and computer techniques.

by B. M. Kapur
Addiction Res. Foundation, 33 Russell St., Toronto, Ont., Canada M5S 2S1

Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p69-72

1975 ; 9refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 858

ALCOHOL AND ROAD ACCIDENTS IN GREAT BRITAIN

Legislation imposing a legal limit of alcohol in the blood of drivers of motor vehicles was introduced in Great Britain in October 1967. Subsequent trends in casualties, particularly the changing patterns over the years for drivers of different ages, for different classes of road user, and the importance of hour and day when accidents occur, are examined. Casualties were reduced by 11% overall and by 34% during the main drinking hours for the first year after the legislation became effective. However, the proportions of casualties in the main drinking hours have been increasing since 1968 at a rate which, if unchecked, will revert to the 1966/1967 levels by 1975/1976. Reductions in passenger casualties has tended to decline less with time than the driver casualties, and pedestrian casualties have not changed much. Driver casualties have been reduced more among older drivers than among drivers under 30 years old. Although the initial substantial reduction in casualties has not been maintained, it is concluded that there is still a residual benefit. Blood alcohol concentration in excess of the prescribed limit of 80 milligrams per 100 milliliters were found in 25% of the drivers killed in 1966, while this figure was reduced to 15% in the first year. However, since 1971, the 25% rate has been consistently exceeded. In a sample of 2,049 drivers involved in 1,164 accidents, the driver was known to have consumed alcohol in 272 instances, and the amount consumed was considered sufficient to impair driving ability seriously in 118 cases. Loss of control and single vehicle accidents are much more associated with alcohol than other types of accidents.

by Barbara E. Sabey; P. J. Codling

Transport and Rd. Res. Lab., Crowthorne, England

Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p73-83

1975 ; 9refs

Prepared in cooperation with the Coroners in England and Wales and The Chief Constables throughout Great Britain. Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 859

ALCOHOL, DRUGS AND CARBON MONOXIDE IN TRAFFIC FATALITIES IN PUERTO RICO

Traffic fatalities are the largest single cause of death due to accident in Puerto Rico, and alcohol is the major influencing factor in these fatalities, either through cases of driving while intoxicated or walking while intoxicated. Of the 577 traffic deaths in 1973, 508 cases were submitted for measurement of blood alcohol concentration (BAC) and for screening for common depressant drugs and carbon monoxide following autopsy. The 508 traffic fatalities which were studied were separated into the following categories: pedestrians, passengers, drivers, sex, age, occupation, day of the week, and hour of the day. Pedestrians accounted for 37% of the traffic fatalities, while passengers and drivers each accounted for about 25%. Sunday was found to be the day with the most fatalities, and 243 of the 508 fatalities occurred on the weekend. Of the 386 cases in which BAC was determined, only 44% showed positive alcohol content, of which 97% were males. About 39% of the alcohol positive cases were drivers, and about 60% of the drivers analyzed were found to have alcohol in their bodies.

Thirty percent of the pedestrians were alcohol positive cases. Sunday accounted for the largest number of positive alcohol cases, followed closely by Saturday; together these two days accounted for 52.9% of the alcohol positive cases. The largest number of male positive alcohol cases fell into the 20 to 30 age group. Men were found to account for about 80% of the alcohol positive cases. Only three of the fatalities tested positive for depressant drugs, and all three had used phenobarbital and tested negative for alcohol. Twenty-two cases were found to have 5% carboxyhemoglobin concentrations in their blood, of which 13 also had BAC's of 0.05% or more. Of the 46 male fatalities between the ages of 15 and 20, nine showed positive for alcohol, of which six were drivers. None of the 14 females in this age group tested positive.

by Sidney Kaye
 University of Puerto Rico, Inst. of Legal Medicine, Puerto Rico
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p85-92
 1975 ; 22refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974. Supported by the Puerto Rico Hwy. Safety Commission, Safety Project AL-52-73-18 and a grant from the National Hwy. Safety Bureau.

Availability: In HS-017 850

HS-017 860

ALCOHOL, MARIJUANA AND OTHER DRUG PATTERNS AMONG OPERATORS INVOLVED IN FATAL MOTOR VEHICLE ACCIDENTS

The Boston University Traffic Accident Research Team has conducted an investigation of 300 motor vehicle accidents involving a personal fatality in the Boston metropolitan area over a 30 month period with the major focus of attention being on the historical and focal human factor variables associated with the operator of the vehicle judged to have been most responsible for the crash. Fifty-two percent of the operators considered most responsible were known to have been under the influence of some drug at the time of the collision. About 46% of the operators were influenced to some degree by alcohol, 16% had been smoking marijuana, and 8% had been using some street or pharmaceutical drug. Some combination of these drugs were used by 16% of the operators. A Risk Taking Behavior Scale (RTBS) was developed to identify the relative degrees of risk-taking behavior in order to determine if there might be some risky behaviors typical of certain groups of motor vehicle operators which could be used to assist in the early identification of the high risk driver. The application of the RTBS to a group of alcohol influenced drivers (Group A) and a group of operators without known alcohol influence (Group B) showed that the drivers in Group A presented a weighted risk score of 7.0, as compared to a score of 5.4 for Group B. Of the operators considered most responsible for accidents, 45% were known to have smoked marijuana with some frequency. Sixteen percent were known to have been involved in accidents after they had been smoking marijuana. It is concluded that items in the RTBS, variables associated with antisocial behavior, and problems correlated with previous social errors resulting from alcohol use distinguished the alcohol influenced driver from other drivers and can be used to identify in advance the drinking driver likely to become involved in a fatal accident as the most responsible operator.

by Robert S. Sterling-Smith
 Boston Univ. Law School, Traffic Accident Res. Team, Boston, Mass.
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p93-105

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
 Availability: In HS-017 850

HS-017 861

ALCOHOL, DRUGS, AND DRIVING: RELATIVE PRIORITIES FOR BASIC AND APPLIED RESEARCH

In October 1972, the National Highway Traffic Safety Administration sponsored the Vermont Symposium on Alcohol, Drugs, and Driving which was designed to assess the status of present knowledge and to consider relative priorities for both basic and applied research in those areas germane to its theme. The 35 invited participants attending the symposium were asked to attend eight sessions identifying particular topics of relevance within selected areas of concern and then to rate keywords discussed during the session. The following four separate rating tasks were required: rate present knowledge on a 15 point scale ranging from no knowledge to total knowledge; assign a priority for basic research in terms of informational yield on a 7 point scale; assign a priority for applied research in traffic safety on a 7 point scale; and rate the respondent's own qualifications for judging the specific area on a 7 point scale. The areas selected as having the highest priority for research in the area of basic research on alcohol were alcohol influences on basic neurophysiological activities, on psychological processes, and in combination with other conditions of the organism. These same categories were given highest priority for basic research on drugs and for applied research on drugs and alcohol. Highest priority for applied research on the epidemiology of drugs in highway safety was given to the incidence and prevalence studies necessary in the exploratory stage of investigating a new problem. Highest priority on epidemiological aspects of alcohol in highway safety were given to the interaction between alcohol and drugs, as well as to the study of individual differences. It was concluded that more incidence and prevalence studies are necessary before drug countermeasure programs can be undertaken. High priority alcohol countermeasure research choices included enforcement by police surveillance and rehabilitation by behavior modification. Titles, chairmen/reviewers, and rated keyword topics for the eight sessions of the symposium are listed.

by M. W. Perrine
 University of Vermont, Proj. ABETS, Burlington, Vt.
 Contract DOT-HS-265-2-489
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p107-28
 1975 ; 14refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974. Based on a more extensive version which appears as a chapter in the final report and proceedings of the Vermont Symposium on Alcohol, Drugs, and Driving, 13-15 Oct 1972 (HS-801 096).
 Availability: In HS-017 850

HUMAN AND ENVIRONMENTAL FACTORS IN ALCOHOL-RELATED TRAFFIC ACCIDENTS

A study of the human and environmental factors in alcohol related traffic accidents was conducted in Bernalillo County, New Mexico. Data collected on about 1,000 drivers at an Alcohol Safety Action Projects (ASAP) Roadside Survey in 1974 indicates that the study area shows greater-than-average use of alcohol and occurrence of drinking and driving and a higher proportion heavy drinking. Drinking drivers involved in 200 traffic accidents were selected for this study. This study concluded that the alcohol-involved driver appears to generally be male, young, disproportionately Spanish or Native American origin, unmarried, and a manual worker. He is relatively inexperienced with his car, often has no driver's license, and is driving from a friend's to his home. He is typically impaired well beyond the legal limit when involved in an accident and his history and alcohol use patterns indicate that a majority are problem drinkers. The accident typically involves a single driver in a single vehicle striking a fixed object on or off the roadway. Environmental factors do not appear to be significant. Human error was found to have precipitated the accident in almost all cases. The most common human errors include: lack of comprehension; misjudgment; improper driving; and speeding. The vehicle driven by the drinking driver is typically old and in a generally poor state of maintenance and repair. It also appears that alcohol accidents are modally quite different from the general vehicle accident: single vehicle accidents occur in 68% of the alcohol group's crashes but in less than 12% of all accidents in Albuquerque; fixed object collisions are 57% of the alcohol group's crashes, but 8% of all accidents; and 84% of alcohol related accidents involved drivers are male, but only 67% of all drivers in accidents are male.

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1975 ; 14refs
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HS-017 863

THE PREVALENCE OF DRUGS IN FATALY INJURED DRIVERS

The National Highway Traffic Safety Administration is currently sponsoring programs to determine the frequency with which various drugs are found in fatally injured drivers. Specimens of blood, urine, bile, and alcohol swabs from the fingers and oronasal area were collected from 710 fatally injured drivers between December 1971 and September 1973. The blood was analyzed for drugs, including alcohol; the urine and bile were analyzed for drugs, excluding alcohol; and the alcohol swabs were analyzed for marihuana. The following observations were made: the only drug significantly over-involved in the case of drivers at fault in the accidents was alcohol; alcohol was the only drug over-involved in single vehicle crashes; alcohol was the only drug upon which time of day was a significant influence; geographical region was not a significant factor for any response; age was a significant factor only with respect to alcohol; sex was a factor with respect to alcohol and nicotine usage; and the season of the year was

found to be a factor with all responses except alcohol and nicotine, with marihuana being a spring and summer drug and aspirin being associated with winter. It is concluded that alcohol was by far the most dangerous drug examined in the study. The drug group tranquilizers, antihistamines, and stimulants did not furnish a large enough sample to be stratified meaningfully, although results of the study indicate that males were over-represented among users of tranquilizers and antihistamines, and that young people were over-represented among those who used stimulants. Tabulated results of drug finding are fully detailed.

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Midwest Res. Inst., Kansas City, Mo.
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Toronto, 1975, p147-58
1975

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HS-017 864

THE RELATIONSHIP BETWEEN SELF-REPORTED DRUNKEN DRIVING, ALCOHOL CONSUMPTION, AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS

A questionnaire dealing with drunken driving and personality variables was circulated among a representative sample of students at the University of Oslo, in Norway, in 1969. The 1,066 respondents represented 78% of the sample. Of the 251 students who admitted to having driven at least once with an alcohol concentration in excess of the statutory limit, only two admitted having been arrested for drunken driving. Among the 21% of the men and 7% of the women respondents who said they had drunk as much as 7 liters of pure alcohol during the last year, almost 50% had driven with an alcohol concentration in excess of the legal limit. For both men and women, a greater correlation was found between drunken driving and drinking frequency than between drunken driving and quantities of alcoholic beverages usually drunk at one time. Self-reported drunken driving, which had very rarely led to an accident or come to the attention of the police showed a definite correlation with the general consumption of alcohol and with signs of potential drinking problems and tendencies towards aggressive conduct when intoxicated. No correlation was found between drunken driving and a person's neuroticism index. A definite relationship was noted between drunken driving and aggressiveness, an inability to control impulses, and an inability to plan ahead. There was a clear relationship between drunken driving and suicidal impulses and sexual problems for women, but not for men. The personality traits that predispose women to drunken driving appear to differ from those that so predispose men. Self-reported drunken driving for both men and women was found to correlate with a criminality index based on self-reported criminal offences such as vandalism, robbery, all kinds of theft, smuggling, and illegal hunting and fishing. A clear correlation between drunken driving and smoking exists for both men and women.

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Toronto, 1975, p159-68
1975 ; 9refs

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HS-017 865

ALCOHOL ABUSE IN FIRST OFFENDERS ARRESTED FOR DRIVING WHILE INTOXICATED

An investigation designed to evaluate and manage the problem of the intoxicated driver was conducted in Philadelphia, Pennsylvania, from January 1973 through June 1974. A set of 15 questions designed to measure an individual's drinking pattern and its effect on one's social and economic functioning was administered to the 2,647 drivers who had been arrested in the city for the first time driving while intoxicated (DWI) and who had no previous major arrest record. All subjects were referred from the court system to the assessment program. About 58% of the offenders reported a constant regular abuse of alcohol. The highest percentage of problem drinking was found in the 20 to 24 age group and the type of drinking typical at this stage decreased with increasing age. An overwhelming 93.5% of the first offenders arrested for DWI were male. Fifty-two percent of the sample were married, and married individuals showed significantly less alcohol impairment as a group than any non-married group. The DWI sample had a higher concentration of black persons than the population of the city. Blacks as a group exhibited more serious drinking patterns than Whites and tend to become more serious drinkers at a later age than do Whites. The apparent lack of insight into the severity of their drinking problems and the almost non-existent motivation to obtain treatment indicate that some form of compulsory program will need to be instituted for these offenders. It is recommended that such a program be designed to encourage more responsible use of alcohol, especially with regard to drinking and driving, rather than at total abstention.

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HS-017 866

DRINKING CHARACTERISTICS OF DWI INDIVIDUALS SCREENED AS PROBLEM DRINKERS

An assessment and referral program for driving while intoxicated (DWI) persons conducted in Phoenix, Arizona, using clients arrested for DWI, was designed to: report prevalence rates of a wide range of symptoms of problem drinking, rather than simply classifying clients as problem drinkers or not problem drinkers; report current drinking problem symptoms of selected DWI clients; and report drinking problem symptoms of clients screened as high risk problem drinkers. The assessment program identified 281 clients--about 37% of the total DWI's screened--as high risk problem drinkers during a 5 month period. These clients were referred to an interview for further assessment of their problem drinking behavior and were referred to a rehabilitation program. Ninety percent of these clients were male; 85% were between the ages of 20 and 49; over 60% were White Anglo-Saxon and about 23% were Mexican-Americans; the majority were married, although over 30% were either divorced or separated; and the majority were engaged in blue collar work. Almost 45% of the clients usually drank to a point of intoxication; 34% had experienced

blackouts; 14% had shakes in the morning after drinking; a 11% had at some time been intoxicated at work. Almost 25% said that drinking had adversely affected their health; over 50% reported an adverse effect on their family relationships and 16% had problems at work resulting from their drinking. About 22% considered themselves problem drinkers and 27% wanted help to change their drinking behavior. About 80% of the clients scored above the cut-off point for problem drinkers on a weighted questionnaire about drinking habits. It is suggested that the contrast between the 20% rate of self-assessment as a problem drinker and the 80% rate classified as problem drinkers indicates that the motivation of the drinking to recognize and begin to deal with his drinking problem may be one of the major challenges of any rehabilitation program working with this group.

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Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p175-80
1975 ; 5refs

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HS-017 867

THE DRINKING DRIVER: IDENTIFICATION OF HIGH-RISK ALCOHOLICS

A study of the characteristics of drinking drivers conducted Alberta, Canada, involved study of the following groups of subjects: 201 convicted impaired drivers (Group ID); 200 high risk drivers, who had accumulated 9 to 14 demerit points in months, but who had no alcohol related accidents or convictions for impaired driving (Group HR); 58 institutionalized alcoholics who had never been cited for impaired driving (Group AL); 140 normal social drinkers who scored less than 4 on the Michigan Alcoholism Screening Test (MAST) (Group CN); and 49 regular and frequent consumers of alcohol who exceeded the performance criterion "suggestive of alcoholism" on the MAST (Group CA). A Personal Information Questionnaire (PIQ) was designed as the basic socio-demographic instrument. The Howarth Personality Questionnaire and the Psychoticism-Extroversion and Neuroticism Inventory were also used to assess subjects. In general, the groups were found to be different on major socio-demographic indices than had been expected, although the groups did differ with respect to their social economic standing. It appears that while high-risk drivers may have attempted to operate vehicles after drinking frequently as impaired drivers, the impaired drivers may be more readily identified because they are impaired to a greater extent. A clinical analysis of the personality profiles of the various groups revealed that only those subjects in Group ID presented a marked pathology. The results of multiple discriminant analysis attempts seem to demonstrate that the personality tests were incapable of correctly isolating subjects on the basis of their prior driving behavior or involvement with alcohol, except in cases where the involvement with alcohol was probably at an extreme. The data seem to imply that individual convicted of impaired driving may have a drinking problem and that those with multiple alcohol-related offenses may have exaggerated problems in alcohol control.

May 31, 1976

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by Paul F. Zelhart, Jr.; Bryce C. Schurr; Peggy A. Brown
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1975 ; 20refs

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HS-017 868

THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGH-RISK DRINKING DRIVERS

The Vermont Alcohol Safety Action Program (ASAP) developed a Driver Profile questionnaire which was administered to 840 applicants for driving licences in Vermont over a 10 month period and to a control group of 1,283 applicants. The latter group completed only the Biographical Data Schedule, while the first group also completed the Abridged Driver Profile. The Biographical Data Schedule collected information on the following variables: sex; age; educational level of the applicant and each of the parents; student status; employment status; occupational level; number of jobs in the past 5 years; community type; marital status; number of previous marriages; amount of driving experience; driver education status; and estimated annual mileage. The Abridged Driver Profile questionnaire collects data on driving history, drinking history, and social stability-instability. On the basis of the consistent and significant results from the factor analyses, discriminant analyses, and multiple regression analyses of the Driver Profile data, it is concluded that this psychometric approach to identifying high risk drivers is both technically feasible and appears to be sufficiently valid to warrant continued refinement for wider implementation. The Driver Profile questionnaire used in the study could be shortened. The error choice questions seem to be effective in differentiating the various categories of respondents, and it is recommended that the Vermont Error-Choice Test of Driving Skill be included in its entirety. It is suggested that the predictive strength of the Driver Profile could be significantly increased by developing new scales from the existing Driver Profile data which would cut across all items in the total pool.

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Contract FH-11-7543
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Toronto, 1975, p199-223
1975 ; 36refs

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HS-017 869

MASS ARRESTS FOR IMPAIRED DRIVING MAY NOT PREVENT TRAFFIC DEATHS

A review of the literature reveals that: the role of alcohol as a causal factor in fatal traffic accidents is poorly defined; the level at which alcohol becomes a statistically significant factor in fatal accidents has not been determined; present beliefs about drinking and driving crashes and programs to alleviate the problem are based on incomplete and biased data; and the proportion of all traffic deaths in the United States that may be related to alcohol in some causal fashion is closer to 30% than the 50% generally proportioned. There is evidence that different countermeasures may be needed for fatal crashes than for collisions in general. Although alcoholics and youth represent special problems, it is only among a minority of those groups that the problem is concentrated. It is suggested that those who are killed while drunk are different in significant ways from those convicted of driving while intoxicated. Mass arrests for driving while intoxicated have proven ineffective. It is suggested that there is a need to identify a larger group of high risk drivers whose deviant behavior leads to crash involvement with or without alcohol and among whom some use alcohol as a triggering device. Rather than the high risk alcohol abusers being a sub-group of all drivers, the alcohol abusers who are involved in violent crashes should be considered a sub-group of a much larger population of high risk drivers. This perspective of the fatal crash problem should not only aid in the identification of high risk drinking drivers, but also the high risk non-drinking drivers. In this manner the 70% of all traffic deaths not related to alcohol could be combatted as well as the 30% that may be related to alcohol in some causal fashion. Real progress can be expected only after the problem is more clearly defined and countermeasures specifically applied.

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Toronto, 1975, p225-37
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HS-017 870

IDENTIFICATION OF THE DRINKING DRIVER

A study conducted in Victoria, Australia in 1969 was designed to identify the drinking driver by his pattern of traffic convictions. Data for the study consisted of the driving and criminal records of the following groups of drivers: a control group of 649 Victorian drivers; an alcoholic group of 434 persons; and a group of 458 breathalized drivers. The study showed that alcoholics have a distinctive pattern of offences. They were significantly more likely than controls to be convicted of offences related to drunken driving, dangerous driving, accidents, unlicensed driving, and illegal use of motor vehicles. This pattern of offences extended to convicted drinking drivers and suggested that alcohol was an unrecognized factor in more serious offences. The repetition of drinking-driving and serious offences and the frequent high blood alcohol concentrations (BAC) of the drivers involved indicated that many of these drivers often drove while intoxicated. The determination of the BACs of the persons involved in these offences,

together with this pattern of offences, should be used as a screening device to identify problem drinkers for subsequent treatment. License withdrawal was shown to be an ineffective answer because of the continued convictions of these drivers. The criminal records helped to indicate that while alcohol was a factor in traffic offences, there were other factors involved, as shown by the different number of records among the alcoholics. The correlation between types of traffic convictions and criminal records, and the similarity of the types of offences among a driver's convictions, suggested that many drivers frequently drive or act in that manner.

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Availability: In HS-017 850

HS-017 871

THE IMPORTANCE OF PSYCHOSOCIAL FACTORS ON DRINKING IN ALCOHOLICS: RELEVANCE FOR TRAFFIC SAFETY

Alcoholic drinking is a complex process usually involving the following components: situational stress; arousal of an effect; activation of a desire to drink; and the act of drinking itself. The interrelationships of these four components in a group of 50 alcoholic inpatients and the psychodynamic implications of the findings and their relevance to traffic safety are discussed. The extremely strong association between desire to drink and actual drinking reported by these patients indicates that the desire to drink was tantamount to drinking for these people, regardless of the precipitating context or the affect aroused. There was essentially no break in the process once the desire to drink had been activated. Depression was found to be more often associated with a desire to drink than anxiety or anger, and stress in the self or interpersonal spheres was more likely to be related to a desire to drink than stress at work. Since the alcoholic is at greater risk to himself and others as a driver only when he is drinking, it is important to learn more about the specific circumstances most likely to be associated with drinking. Situations which are unstructured and which activate feelings of depression all cause the alcoholic to feel powerless and out of control. Driving may provide a structured activity, offer temporary relief from dysphoric feelings, provide a temporary exhilaration, and provide a sense of control and power. Drinking and driving may be two of the few activities which the alcoholic knows that he can do himself to dissipate his feelings of impotence and loneliness. Awareness of this attempt at coping served by driving should help in the planning of more effective educational and preventive programs in this area.

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Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p249-56

1975 ; 12refs

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Availability: In HS-017 850

HS-017 872

DRUG EFFECTS ON EMOTIONS: RELEVANCE TO DRIVING ACCIDENTS

Laboratory experiments which contribute to the understanding of how driving behavior is affected by low and high arousal levels induced by different aspects of the driver's environment, by alcohol and other drugs, and by drug-environment interactions are reviewed. Safe driving requires medium arousal. At low levels, driving performance is characterized by inattention and emotional unresponsiveness; at high levels by disorganization and impulsiveness. Centrally acting drugs, stimulants, and depressants are powerful determinants of arousal level, and drug effects may either enhance or reduce effects of concomitant environmental influences. The largest deviation from an optimal arousal level is likely to occur when a monotonous situation is combined with the action of a depressant drug. Stimulant drugs may counteract the decreased wakefulness induced by a monotonous situation and a stressful environment may counteract the effects of a sedative drug. The effects of drugs on driving behavior are only partly determined by the pharmacological properties of the drug. The driver's cognitive appraisal of his own state and of the external situation will guide his choices and decisions. Among emotional factors, fear reduction is an important component in risk taking behavior. Alcohol intoxication increases the probability that a driver will make bold, risky decisions when faced with complex choices. Fear reduction may also be manifested as aggressive behavior. This increased risk taking is often the cause of traffic accidents.

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HS-017 873

THE PHARMACOKINETIC COMPONENT OF DRUG EFFECTS ON DRIVING SKILLS

Although studies of the effects of drugs on driving skills attempt to determine if a specific dose of a drug has some predictable influence in a particular driving related task, there is overwhelming evidence in the literature that the serum concentrations are better predictors of therapeutic effect or toxicity than dose for many drugs. Among the factors which can alter the relation of drug dose and serum concentration are: the bioavailability of the dosage form administered; the completeness or rate of absorption by the kidney or in the bile; and binding of drug to tissue or serum proteins. There are marked inter-individual differences in each of these due to genetic factors, co-existing disease, and the concurrent administration of other drugs. A study of the interaction of diphenhydramine and alcohol on a co-ordination test and selected driving time showed that the inter-subject variation in performance increases with increased doses. The misconceptions that serum concentrations measurements are not helpful is due to the lack of sophistication in measurement of psychoactive drug effects and application of pharmacokinetic analysis. The vast majority of

studies of drug effects on driving skills have failed to include concurrent measurements of plasma drug concentrations, resulting in literature which is confusing, contradictory, and often uninterpretable. Although widespread, intelligent application and appropriate interpretation of serum concentration measurements of psychoactive drugs in driving skill studies will be difficult and expensive, it is a prerequisite for establishing the scientific facts necessary to the generation of useful statements concerning the influence of drugs on driving.

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HS-017 874

VALIDITY OF DRIVING SIMULATOR STUDIES FOR PREDICTING DRUG EFFECTS IN REAL DRIVING SITUATIONS

Driver simulator studies are a form of laboratory examination of the effects of a drug on some aspect of driving. Difficulties in constructing the ideal stimulator include the inability to confidently enumerate all the behavior demands of driving and the limitations of existing technology. Simulators may be either programmed, in which case the driver's reaction to the visual scene has no effect upon the presentation, or unprogrammed, in which case the presentation changes in response to the driver's behavior. No simulator samples all stimulus inputs and demand characteristics of driving. A drug might be potentially detrimental to some behavior mechanism not required in the simulator. It is concluded that there is considerable reliability in the sense of agreement among simulator studies when the emphasis of the analysis is on the psychological function affected by the drug, rather than on the response variable in which the particular psychological function is exhibited. In order to examine the issue of the validity or relevance of the results in the simulator, it is necessary to first isolate the behavioral functions that are being affected by the drugs. The results of simulator studies on the effects of alcohol agree on the nature of the impairment in accidents.

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HS-017 875

EFFECTS OF ALCOHOL ON VISUAL ACCOMMODATION AND EYE MOVEMENT LATENCY

Two components of the visual system, accommodation and horizontal saccadic eye movement, were examined using three subjects with various blood alcohol concentrations (BAC). The apparatus used to measure the monocular accommodation response time was a triple-function ocular monitor which uses infrared techniques. The accommodation parameters which were specifically measured are the latency response time and the total accommodation time. The range of BAC's for the accommodation experiments was from 50 to 100 milligrams per 100 milliliters. Twenty-five positive accommodations and 25 negative accommodations were measured prior to alcohol ingestion for use as a control and were measured at each determined BAC for comparison with the control. A projector constructed from a low power helium-neon laser was used to display a stimulus in the tests to measure eye movement latency. An eye movement detector was constructed from a pair of eyeglass frames and photo transistors. In general, the accommodation responses under the influence of alcohol were found to be slower than the controls by a factor of 10 to 40 percent. The degree of retardation of the accommodation process was found to increase as a function of BAC. The mean value of saccadic eye movement latencies that occurred at the maximum BAC levels was .314 seconds. When compared to the mean normal value of .248 seconds, a 26% increase in latency is seen. Although the eye movement latency increased with the ingestion of alcohol, it appears that it does not increase proportionately with the BAC except during the absorption phase of alcohol. Because the principal eye movement made in the operation of a motor vehicle is the horizontal saccade and because the system of accommodation is responsible for a clear image on the retina, the ability to drive safely is seriously compromised by the use of alcoholic beverages, according to these data.

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1975 ; 13refs

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HS-017 876

EFFECTS OF SMALL DOSES OF ALCOHOL ON THE EYE MOVEMENTS OF DRIVERS

A test course which provided a similar situation to real driving was used in an experiment designed to determine if such visual deterioration as longer eye fixation time, tunnel vision, and lack of attention switching mechanism could occur under a blood alcohol concentration (BAC) as low as 50 milligrams per 100 milliliters. The driving training track had curved and straight courses where a dummy ejection system was installed. The dummy was clothed and of human size and was generally obscured from the driver's view. The ejection system was operated when the car reached a distance of 14 or 22 meters

tained for two of the four subjects. For both skilled and non-skilled drivers under the influence of alcohol, saccadic vertical eye movements were increased and horizontal eye movements were decreased. In the drinking driving condition, the distribution of eye fixation points for the non-skilled driver was scattered over a wider area than in the case of the skilled driver; both the whole area and the very dense area tended to shift downward. The fixation area tends to shrink under the drinking driving situation.

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1975 ; 6refs

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HS-017 877

COMPUTER-ELECTRONYSTAGMOGRAPHY: A USEFUL TOOL IN EVALUATING INFLUENCE OF PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC SAFETY

Ten persons participated in short term tests and five persons in a long term test to determine the accuracy, velocity, duration, and reaction times of saccadic eye movements when under the influence of the tranquilizer diazepam or sulpiride, which it is claimed does not interact with the patient's alertness in spite of its neuroleptic and thymoleptic action. Eye movements were recorded by means of the bitemporal electrooculogram (EOG) and fed into a PDP-12 laboratory computer. Subjects were seated facing a TV screen in which a single light spot was displayed. The subjects were instructed to fixate on the target and to track target jumps as fast and accurately as possible. In each experiment 512 eye movements were recorded and analyzed. The computer measured the following parameters for each of the saccadic reaction: latency between target jump and onset of the saccade; amplitude of the saccade; and maximum velocity of the eye movement. No significant difference was found between the short term and long term experiments. Diazepam always produced a significant reduction of saccadic velocity as well as an increased saccadic duration and standard deviation. Sulpiride produced only a slight change. Psychomotor performance under the influence of sulpiride was found to either match or exceed the performance during the better of two normal tests, while diazepam causes a marked hypometria resulting in a standard deviation three times higher than under normal conditions.

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HS-017 878

EFFECTS OF LOW AND MODERATE LEVELS OF ALCOHOL ON STEERING PERFORMANCE

An experiment designed to define the effects of alcohol on the steering task by isolating the components of the cue structure drivers use for controlling the path of a vehicle is described. Eighteen subjects participated in the tests, which were conducted using a driving simulator which provides a visual display of the lateral and longitudinal motions of a simulated vehicle, which are controlled by steering inputs from the subject-driver. Subjects were given either an alcoholic drink or a placebo drink and were instructed to maintain the vehicle in the center of the roadway lane. No significant differences were found between the placebo and alcohol groups for steering wheel displacement, path angle, and yaw rate. Analyses of the variance of the values of the frequency bandwidths showed that: the mean steering wheel displacement frequency bandwidth was reduced at 0.01% blood alcohol concentration (BAC) and at 0.07% BAC in the elimination phase; the mean path angle frequency bandwidth was reduced at all alcohol dose levels; and the mean yaw rate frequency bandwidth was reduced at all alcohol dose levels. Analyses of variance of the RMS (root mean square) values showed that: mean lateral position error RMS was increased at 0.10% BAC and at 0.07% BAC during alcohol elimination and that mean path angle RMS was increased at 0.10% BAC and at 0.07% BAC during alcohol elimination. These results indicate that low and moderate doses of alcohol do have an effect on the driver's steering performance. In addition, the study provides additional information concerning those aspects of the driver's cue structure and response behavior which are affected by alcohol. The effect of alcohol on the driver's steering control task is essentially one of reducing the overall competence to a level more similar to that of novice drivers. The results show that there was generally more indication of impairment in the alcohol elimination phase than at the same BAC level during alcohol uptake.

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Grant 5-R01-AA00295-02

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HS-017 879

VEHICLE-BORNE DRUNK DRIVER COUNTERMEASURES

The development of an alcohol countermeasures program involving an engineering approach to the problem by General Motors is discussed. Two categories of vehicle-borne systems for detecting driver impairment have been considered: pre-driving tests consisting of breath alcohol analysis and performance testing to identify impairment prior to driving and to inhibit the operation of the vehicle when impairment is identified; and continuous monitoring techniques using psychophysiological parameters and driver performance parameters which would activate warning systems upon identification of impairment. General Motors has placed most of its effort on the development of pre-driving performance tests because of their relative ease of implementation and

promise of more immediate impact. In order for a pre-driving performance test to be effective as an alcohol ignition interlock, it must meet the following objectives: large discrimination against intoxicated individuals; and no discrimination against sober individuals capable of driving. The Critical Tracking Task (CTT) system requires the operator to stabilize the output of a dynamically unstable system whose level of instability increases with time. The CTT system was tested using 71 subjects (45 males and 26 females) ranging in age from 18 to 51. Subjects were trained to use the CTT on a simulator equipped with the device, following which they used a car equipped with the system for 10 days. At the end of this period they were tested in sober and after several alcoholic drinks. The under 30 age group generally showed a lower failure rate under the various blood alcohol concentrations (BAC) than the over 30 age group. All BAC groups deteriorated in performance with the test score decrement ranging from 0.70 with a BAC of 0.10% to 1.5 for the 0.15% BAC. In addition, no subject's average performance on the five post-drink trials was greater than the pre-drink average score.

by R. R. Thompson; Jean A. Tennant; B. S. Repta
Engineering Mechanics Dept. Res. Labs., Warren, Mich. 48090
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p347-63

1975 ; 21refs
Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 880

DIFFERENCE IN BLOOD ALCOHOL LEVELS FOLLOWING CONSUMPTION OF WHISKY AND BEER IN MAN

A series of studies was conducted to define the degree of behavioral and functional impairment following consumption of Canadian beer and whisky and the effect of alcohol beverage dose on blood alcohol response. The central nervous impairment of the 26 subjects following ingestion of alcoholic beverages, as indicated by changes of standing steadiness, was measured using the statometer developed by Goldberg. At the 0.25 grams per kilogram of body weight dose level there were no significant differences between the blood alcohol coordinates for beer or whisky, but at all higher dose levels the differences were statistically significant and the magnitude of these differences increased with increasing doses of alcohol. An increase in body sway occurs as the blood alcohol concentration (BAC) builds up and this reverts to normal coincident with the elimination of blood alcohol. The extent of these changes was found to be greater with whisky than with beer, particularly with the eyes closed. A dose of 0.75 grams per kilogram of body weight of alcohol in the form of whisky or beer, consumed over a period of 25 minutes, will result in greater BAC levels and impairment as measured by the statometer when whisky is ingested than when an equal amount of alcohol in the form of beer is ingested.

by P. Dussault; C. I. Chappel
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p365-70

1975 ; 5refs
Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 881

SENSORMOTOR AND PHYSIOLOGICAL EFFECTS OF VARIOUS ALCOHOLIC BEVERAGES

Sensormotor and physiological effects of equivalent doses of alcohol in the form of Canadian rye whisky, Canadian beer, and sparkling table wine were compared with those of a non-alcoholic carbonated control beverage. A total alcohol dose of 1.3 grams per kilogram of body weight was consumed over four hours, beginning one hour after a standard light meal. Sixteen male subjects aged 20 to 35 years, all moderate drinkers, were tested in pairs in a replicated 4 by 4 Latin Square design. Pre-drinking baseline measurements were made on the pursuit rotor, quantitative Romberg tests, skin temperature, heart rate, facial flush, and blood alcohol level. The same measures were repeated at regular intervals over the 4 hour drinking period. The three alcoholic beverages produced blood alcohol curves that did not differ significantly. As compared to the control beverage, the three alcoholic beverages produced increasing impairment over time, which corresponded in degree to the rising blood alcohol levels. There were no significant differences among the three alcoholic beverages on either the sensormotor or physiological measures at any blood alcohol level. The results of this study indicate that the degree of impairment following alcohol ingestion in a socially relevant manner is dependent not on the type of beverage consumed, but on the resulting blood alcohol concentration.

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Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p371-9

1975 ; 14refs
Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 882

SOCIAL PATTERNS OF DRINKING IN YOUNG PEOPLE AND THE RELATED BLOOD ALCOHOL LEVELS

A series of experiments designed to determine the blood alcohol concentrations (BAC) in a variety of drinking situations is discussed. The subjects, all males between the ages of 18 and 25, drank beer, white rum, wine, or whisky over varying periods of time and in a fasting condition or with various amounts of food. These studies indicated that a loading dose of 48 grams of ethanol in one hour would cause the BAC to exceed 0.05% whether the individual is fasting or eating. Eight to 10 grams of alcohol causes the BAC to rise by about 0.01% and a continued intake of 16 to 20 grams per hour will result in a rising BAC. The weight of the individual is important only when comparisons are made between persons who are at opposite extremes of the weight range. A survey of 2,000 breathalyzed drivers in Victoria, Australia, conducted in 1973 showed that 42% of the apprehended drivers were aged 25 years or under and that nearly all were male. Only 20% of the licensed drivers are in this age group.

Saint Vincent's Hosp., Dept. of Community Medicine, Melbourne, Australia
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p381-7
1975 ; 3refs
Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 883

MEDICAL CONCLUSIONS FROM THE CLINICAL TESTS OF DRUNKEN DRIVERS WITH HIGH ALCOHOL LEVELS

The relevance of clinical tests in determining the degree of intoxication was investigated in Sweden. In Sweden, one central laboratory analyzes alcohol from suspected drunken drivers, providing uniform information. The research materials used includes the results of the alcotest and the doctor's conclusions about the degree of drunkenness. The doctor's conclusions are given in the form of the following estimations: the subject is slightly, moderately, highly, or not at all under the influence of alcohol, and/or the subject is under the influence of other drugs, ill, tired, or sleepy. Of the 21,711 laboratory analyses of blood alcohol performed in Sweden in 1973, 646 showed a high level of alcohol in either the blood or urine. Clinical conclusions were compared with the actual levels in these cases. In 21% of the cases with high alcohol concentrations the clinical conclusion was that the subject was not under the influence of alcohol or that he was slightly inebriated; in 47.5% of the cases the subject was deemed moderately intoxicated; and only in 21.5% of the cases was the subject judged highly intoxicated. In only about 25% of the cases did the doctor's observations from clinical tests about the degree of drunkenness correlate with the degree of intoxication indicated by the alcohol level in the blood and/or urine. It is concluded that these results indicate that the external symptoms of alcohol intoxication vary, even when the blood alcohol concentration is high. Although the doctor's conclusions may be questionable when used as scientific evidence to estimate the degree of drunkenness, the need for medical examination can be justified in order to discover if there was any cause other than drinking which could account for peculiar behavior and impaired driving of the suspected person.

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Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p389-93
1975 ; 21refs
Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 884

ALCOHOL, DRUGS, AND DRIVING BEHAVIOUR IN SWITZERLAND

A series of tests concerning the effect of alcohol on traffic accidents were conducted in 14 hospitals located in seven different parts of Switzerland by the Swiss Commission against Alcoholism. Of a total of 1,030 hospitalized persons injured in traffic accidents, 35.2% were found to be under the influence of alcohol, and 21.1% of the whole sample had blood alcohol

concentrations above the legal limit. The highest percentage of road accident victims who were under the influence of alcohol were found among the bicyclists and motorcyclists, followed by the motorists. The investigations showed that the ratio of alcohol to medication in road accident victims was 8 to 1. The main danger of the psychotropic drugs is not their own effects, but their intensifying effect on alcohol. While doubling the therapeutic dose of a tranquilizer does not cause a significant increase of severe driving faults, severe faults are clearly intensified by the combined effect of alcohol and drugs. Psychotropic drugs generally have an impairing effect only during the first 10 days to 2 weeks of treatment, following which driving ability can often be improved. The chief danger of the psychoactive drugs comes from the potentiating effect of alcohol on the drug.

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Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p395-7
1975 ; 3refs

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Availability: In HS-017 850

HS-017 885

THE EFFECT OF ALCOHOL ON HUMAN INFORMATION PROCESSING RATE

A technique of backward masking of a visual stimulus was used to give a more direct estimate of the effect of alcohol on one stage of central information processing time without confounding by sensory or motor processing delay. The effects of three dose levels of alcohol on the amount of information readout of the visual image were compared. The possibility that any change in performance could be due to an effect upon sensory input was controlled by two factors. The subjects were 12 males, aged 21 to 32 years, with 20/20 vision corrected or uncorrected. Stimuli were presented in a 3-field tachistoscope with a 91.44 centimeter viewing distance. The test stimulus card was presented in one field, the masking stimulus card in a second field, and the third field contained a card with a fixation point. The results demonstrate that the length of time available for processing the visual information storage image determined the amount of information readout. Alcohol produced a slowing of the rate at which information was read out of the sensory information storage. Only one of the subjects failed to show performance impairment at an alcohol dosage of .414 grams of alcohol per kilogram of body weight and all showed impairment with a dosage of .828 grams per kilogram of weight. There was no impairment of sensory or motor performance in this experimental situation. It is concluded that the increase in information processing time represents a danger in driving situations where a rapid response to threatening stimuli is required.

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Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p399-403
1975 ; 11refs
Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 886

THE INFLUENCE OF SMALL DOSES OF ALCOHOL ON THE RATE OF DECISION MAKING

Interviews with 105 drivers who had been involved in one or more accidents while under the influence of alcohol, conducted in 1973, indicated that information overload may be a causal factor in accidents where alcohol is involved. A laboratory experiment was conducted using a computerized system in which the subjects were instructed to try to hold a small circle between two continuously moving parallel lines shown on the computer display by adapted steering movements. Three groups of 12 male university students each were used for the study, with the groups being given a placebo drink, a low alcohol dosage drink producing a blood alcohol concentration (BAC) of 24 milligrams of alcohol per 100 milliliters, or a high alcohol dosage producing a BAC of 57 milligrams per 100 milliliters. The computer recorded the number of times the circle touched or transgressed the limits of the road and the time during which the circle was off the road. This study seemed to yield evidence that people under the influence of alcohol doses of 60 milligrams per 100 milliliters, or even less if only the results from the older subjects are considered, become slower in handling situations that require swift changes in their response choices, as often happens in critical traffic situations.

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Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p405-14

1975 - 10 refs

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Availability: In HS-017 850

HS-017 887

THE INFLUENCE OF SEX AND PERSONALITY FACTORS UPON THE EFFECTS OF TRANQUILIZERS ON DRIVING PERFORMANCE

A double-blind crossover experimental design was used to investigate the effects of sex, two personality factors (extraversion/introversion and neuroticism-stability), and four psychotropic drugs (librium, sodium amytal, stelazine, and serenace) on two driving tasks—weaving among a line of six bollards spaced six meters apart and estimating, from a distance of 25 meters, the minimum gap required between two bollards to allow the car to be driven through without touching either bollard. Eighty subjects, mostly students, were randomly assigned to one of four groups, each of which contained 10 men and 10 women, and were tested on the driving tasks after taking five doses of an active drug or five placebo tablets over a 36 hour period. Subjects were first tested sober and then tested again about one hour after taking a dose of alcohol which produced a blood alcohol concentration (BAC) of 50 to 55 milligrams per 100 milliliters of blood. The results of these tests indicate that there were no significant main drug effects or any sex or personality interactions with drug effects. Any changes in the time taken on the weaving task were not accompanied by any significant changes in accuracy and the control skills necessary to drive through the gap successfully were unaffected. For all drug groups there was a significant sex main effect, with women tending to take longer to

complete the task in every drug group. Significant drug times/sex interactions on the weaving tasks were found for sodium amytal and stelazine. There was a general overall trend for males to increase their estimation of the gap after drug ingestion, while females tended to decrease their estimates, although the only significant drug times/sex interaction found on this task was with the librium group. In all drug groups there was a significant alcohol main effect, with subjects under alcohol influence tending to increase their estimates of the gap required. Significant drug times/extraversion score interactions were found for sodium amytal, serenace, and stelazine during the weaving tasks, while only the stelazine group showed a significant drug times/extraversion score interaction on the gap estimation task. There were significant drug times/neuroticism score interactions on the weaving task with stelazine and on the gap estimation task with both stelazine and sodium amytal. It is stressed that these test results are task specific.

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Environmental Planning, P.O. Box 363, Edgbaston,
Birmingham, England
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p415-22
1975 - 9 refs

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Availability: In HS-017 850

HS-017 888

THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY

A pursuit-tracking device was used to measure the effects of the interaction of alcohol and the following drugs on driving skills: diazepam, phenobarbital, diphenhydramine, codeine, and marijuanna. The Stressalyzer device, developed by the National Research Council of Canada, is capable of detecting subtle differences in psychomotor skill resulting from the use of psychoactive drugs. This apparatus measures the following parameters of psychomotor skill: error rate; error correction time; target acquisition time; overshoot rate; settling time; and total response time. The eight male subjects used in each of the first two phases and the five male subjects used in the third phase were all between the ages of 18 and 30. All subjects were given placebo, alcohol, and alcohol plus drugs trials in a random order. Enough alcohol was administered to produce a moderate blood alcohol level, which was maintained for a period of two hours by supplemental consumption of additional alcohol. The measures taken for all drugs indicated that the peak drug effects coincided with the peak alcohol effects. Although objective impairment was observed under all drug and drug plus alcohol conditions, no important subjective impairment was reported when diazepam was added to alcohol or during the period shortly after diphenhydramine was added to alcohol. Phenobarbital and codeine produced consistent increases of perceived impairment at all time periods examined. It is concluded that the data from these tests indicate that at blood levels of ethanol below that taken by the law as presumptive evidence of impairment, meaningful additional impairment (about the amount that 0.08 grams per 100 milliliters of alcohol alone would produce) can be produced by the simultaneous use of moderate doses of the widely used drugs examined in this study. These impairments did not conform to the subjective assessments of impairment.

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 Nuco-Technics Labs., 2000 Ellesmere Rd., Scarborough,
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 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
 Toronto, 1975, p423-31
 1975 ; 5refs

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 Availability: In HS-017 850

HS-017 889

THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: II. FIELD STUDIES WITH AN INSTRUMENTED AUTOMOBILE

The changes in driving behavior which occurred under the following drug conditions were examined: placebo; alcohol at the 0.06% level; alcohol at the 0.06% level in combination with diphenhydramine; alcohol at the 0.06% level in combination with diazepam; and alcohol at the 0.06% level in combination with marihuana. The eight subjects, six males and two females ranging in age from 19 to 27 and each having at least two years driving experience, drove a car instrumented to measure various driving parameters under various drug conditions. The instrumentation included: a potentiometer attached to the steering wheel to measure steering wheel position; a wheel counter operated by a light-interrupting mechanism in the right rear wheel to measure distance; a real time clock; and a secondary task peripheral light situated on the dash of the car and extinguished by means of a foot pedal. Analogue data were converted to digital form and then stored along with other digital data in a minicomputer located in the trunk. While driving over a 25 mile test course, the following measures of driver performance were made: steering amplitude and frequency in the 60 mph region and in the 25 mph region; speed and speed variation in both the 60 and 25 mph zones; reaction time to the peripheral light on the dash, which appeared about every 12 seconds and was to be extinguished as soon as it appeared; the number of pylons knocked down; and the distance between the front tires and the white line adjacent to the traffic signals. The results of the experiment show that alcohol alone and in combination with other drugs affects driving performance in different ways. The measures which most clearly differentiated between drug conditions were steering movement and average velocity.

by A. Smiley; A. E. LeBlanc; I. W. French; R. Burford
 National Res. Council, Ottawa, Canada, K1A 0S2
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
 Toronto, 1975, p433-8
 1975 ; 5refs

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 Availability: In HS-017 850

HS-017 890

ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS

Blood ethanol and plasma diazepam levels were determined in 74 hospitalized accident involved drivers during 1973 in Oslo, Norway. Of these drivers, 69 were male and 5 female. In addition, 204 non-accident drivers attending routine medical check-

ups were tested for blood ethanol and plasma diazepam. Although there was a marked preponderance of young drivers in the accident group (72% were 30 years old or less), no obvious age group differences were seen among the accident involved drivers with regard to occurrence of detectable blood ethanol and/or plasma diazepam. A total of 46 drivers in the accident group were found to have detectable amounts of ethanol or diazepam, or both, in their blood. Ethanol alone was found in 31 patients, with 26 of these having alcohol concentrations exceeding the legal threshold value. Diazepam alone was found in seven patients, with four of these having plasma concentrations exceeding the upper limit of adopted therapeutic range and with six having concentrations considered sufficiently high to impair their driving ability. The combination of diazepam and ethanol was found in eight of the accident involved drivers, with all of these having alcohol concentrations exceeding the legal limit. It is suggested that these data indicate that alcohol and diazepam, either alone or in combination, may have been a causative factor in 54% of the 74 traffic accidents involved in this study. No significant difference was found between motorcycle drivers and drivers of cars with regard to the use of ethanol and/or diazepam prior to the accident. Only 2.0% of the reference group in the study showed blood ethanol and/or plasma diazepam concentrations sufficiently high to impair driving ability.

by O. Bo; J. F. W. Haffner; O. Langard; J. H. Trumpp; J. E. Bredesen; P. K. M. Lunde
 Ullevaal Hosp., Surgical Dept., Oslo, 1 Norway
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
 Toronto, 1975, p439-48
 1975 ; 29refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
 Availability: In HS-017 850

HS-017 891

DRUG AFTER EFFECTS AND TRAFFIC SAFETY

The effects of alcohol and other drugs on behavior which persist after the drug has been eliminated from the body and the role of these after effects in traffic accidents are discussed. Drugs may produce three main disturbances which persist after the drug has disappeared from the body: the withdrawal phenomenon, which varies from chemically important to barely detectable by sophisticated technology; after effects involving flashbacks, which may occur with LSD and other hallucinogens; and more permanent brain damage, which may vary in intensity from dramatic brain shrinkage to an "amotivational syndrome". This last category of disturbances may also result from the insidious effects of environmental and industrial chemicals. An educational program for clinicians, manufacturers, and the public might increase the awareness that the period of risk in drug use extends beyond the duration of the drugs in the body and that behavior should be governed accordingly. It is suggested that some consideration should be given as to whether the chronic drug or alcohol user should be denied the right to drive at all or at least have that right restricted in some way.

by A. E. LeBlanc; A. Wilson
 Addiction Res. Foundation, 33 Russell St., Toronto, Canada
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
 Toronto, 1975, p449-52
 1975 ; 24refs

Paper from the Proceedings of the International Conference held in Toronto, 8-13 Sep 1974.
 Availability: In HS-017 850

HS-017 892

INTERACTIONS OF SOME STREET DRUGS

The interactions of ethanol and barbiturates (thiopental, pentobarbital, amobarbital, phenobarbital, and barbital) were investigated using male albino rats of the Wistar strain. Male Swiss Webster mice were used to investigate the effect of ethanol on the toxicity and metabolism of amphetamines. Rats were used to test the effect of ethanol on the pharmacokinetics of diazepam, the effect of ethanol on the metabolism of isoniazid, the effect of ethanol on the metabolism of tetrahydrocannabinol, and the effect of cannabinoids on the *in-vivo* metabolism of pentobarbital. It would appear from these investigations that the metabolism of many drugs may be altered by the presence of ethanol, leading to an enhancement of the pharmacological effects and the increased likelihood of toxic reactions. The studies with animals suggest that the retardation of the clearance of some drugs from blood due to the presence of ethanol most likely is due to an inhibition of drug metabolism by ethanol. This inhibition leads to higher brain levels of the drug and enhanced effects on the target organs, such as the central nervous system. Investigations of the *in-vivo* interaction of marihuana components with pentobarbital indicate that non-euphoric effects, due to cannabinoids other than tetrahydrocannabinol, which might lead to impairment of function, are a distinct possibility.

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Ottawa, Canada, K1A 0L2
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p453-60
1975 ; 16refs

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Availability: In HS-017 850

HS-017 893

THE INTERACTION OF ALCOHOL AND DELTA 9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING

The effects of a single moderate dose of tetrahydrocannabinol (THC) upon the impairment induced by a similarly moderate dose of ethanol was investigated using 12 healthy, paid, student volunteers (eight males and four females) between the ages of 18 and 29 years. Subjects (all with previous cannabis experience) were tested under each of the following conditions: ethanol plus THC; ethanol plus THC placebo; THC plus ethanol placebo; and THC placebo plus ethanol placebo. The tests administered measured standing steadiness, manual dexterity, numerical reasoning, perceptual speed, and simple and complex reaction times. The group which received both ethanol and THC had higher blood alcohol levels than that which received ethanol alone, with the difference being significant at 40 minutes after consumption. At the dose level employed (0.54 grams per kilogram body weight), ethanol alone did not induce significant decrements in performance on any of the tests. The THC dosage (about 10 milligrams per 70 kilograms body weight) was also without significant effect in most of the tests, although there was a slight increase in the number of errors made in the perceptual speed and Vienna Determination Apparatus tests. A combination of THC and ethanol did produce changes in several of the tests which were significantly different from both the placebo group results and the results from groups receiving either drug alone. The combina-

tion produced an increase in errors, but not in performance, in the numerical reasoning and perceptual speed tests and also on the Vienna Determination Apparatus. The test results indicate that an interaction between ethanol and THC exists and that this interaction is at least additive.

by H. M. Franks; G. A. Starmer; G. B. Chesher; D. M. Jackson; V. R. Hensley; W. J. Hensley
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Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p461-6
1975 ; 1refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 894

RELIABILITY AND SIGNIFICANCE OF RESULTS OF ALCOHOL AND DRUG ANALYSES

Problems involved in the analysis of alcohol and drugs in body fluids are examined. The two main methods used extensively for identification of alcohol and drugs present in body fluids are those based on spectroscopic methods and those based on chromatographic parameters. Each of these methods, while generally resulting in correct identification with skilled interpretation of results, are unable to distinguish between certain drugs. The well-tried methods of identifying alcohol are fully satisfactory. The most common method for determining how much of the drug is present in a particular biological fluid is to first isolate the drug and then use the preferential solubility of the drug in an organic solvent. Evaporation of the solvent, coupled with selective use of acids and bases, can provide a reasonably pure extract which can then be investigated by chromatography. Both the accuracy and the precision of the methods used for measuring drug levels are important for proper analysis. Analytic techniques must have a high degree of specificity to exclude potential interfering compounds. The accuracy and precision that can be obtained in any particular laboratory depend on the substance to be analyzed, the techniques used, and the in-built tests that are performed in a particular laboratory. Although 100% accuracy and precision of 1 to 2% can be maintained in a national system for alcohol, these conditions do not apply to drugs. The analysis for drugs in urine and blood is in general a highly complex procedure, more difficult and complex than those used for alcohol, and it is not usually necessary to achieve a high degree of precision. Although it is now possible to determine the probable amount of alcohol in the body at the time a sample is taken, drugs are available in a number of forms which may behave in radically different manners in the body. Drugs may become localized in one particular center in the body, creating a situation in which there are massive amounts of the drug in the body, but only minute amounts in the blood stream or urine.

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Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p469-81
1975 ; 1refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 895

RECENT DEVELOPMENTS IN BREATH-ALCOHOL ANALYSIS

Developments in breath-alcohol analysis during the period since the Fifth International Conference on Alcohol and Traffic Safety (Freiburg, Germany, September 1969) are reviewed. Major emphasis has been on instrumentation utilizing physical, physical-chemical, and other "wet-chemistry" principles and approaches. Technologies in breath-alcohol analysis which have become popular during this period include: electrochemical oxidation; fuel cell catalysis; infrared photometry; and MOS gas-sensing. Quantitative evidential devices which have been developed since 1969 include: the Alcoholic Detector; Alco-Limiter; Breathalyzer, Model 1000; and Intoxilizer. New screening test devices include: Alco-Sensor; A.L.E.R.T.; and Alveolar Air Breath-Alcohol System. New accessories and collection devices include: Alco-Analyzer Digital Readout; Breathalyzer Transfer Unit; GC Intoximeter Digital Readout; Nalco Alcohol Standard Simulator; Standard Alcohol Sample; Breathalyzer Collection Unit; Sober-Meter SM-7; and Vacu-Sampler. These new instruments and devices have achieved substantial sophistication, especially with respect to alcohol detection and quantitation, and a considerably lesser degree of adequacy and sophistication in regard to breath sampling and other biological aspects. The trend in newly developed devices has been markedly toward self-contained electrically-powered instruments utilizing physical-chemical principles. There has also been a significant increase in the number and variety of prototype devices and instruments for breath-alcohol analysis which have been developed to the pre-production stage, but have not been produced or marketed. Some results from in-vivo and in-vitro testing of new devices are presented.

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Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p483-94
1975 ; 26refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 896

ASPECTS OF DRUG ANALYSES IN RELATION TO ROAD TRAFFIC LEGISLATION AND SUPERVISION

Methods used to deal with alcohol and drugs in relation to traffic safety in Sweden are discussed. Sweden has had legislation concerning drinking-driving since 1923. It is now a criminal liability to drive under the influence of alcohol or other intoxicants if a blood alcohol concentration (BAC) or other drug concentration is sufficiently high that the operator is judged to be incapable of safe driving. In Sweden, doctors are obliged to inform patients about the possible traffic risks resulting from the medications they prescribe. If a person is injured and brought to a hospital, police can ask for a blood sample only if they suspect that the driver is drunk or intoxicated by drugs. Before a prosecutor can obtain a conviction, it must be proved that the driving concerned was somehow a hazard to traffic and that the operator took some substance that made him unfit for driving. Evidence presented by a doctor in court is probably more important than drug analyses. Blood samples are not analyzed for other drugs if a reasonably high BAC is found. It is suggested that research be conducted

on the effect of alcohol and drugs separately and in combination using persons with a high tolerance to both. The dangers of alcohol and other drugs with respect to traffic safety are taught in schools and in the course which must be taken in order to obtain a driver's license. Motor vehicle, injury/fatality, sampling, and detected drug use statistics for Sweden are presented.

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Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p495-508
1975 ; 2refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 897

A HISTORICAL AND EXPERIMENTAL STUDY OF THE BREATH/BLOOD ALCOHOL RATIO

Although breath alcohol analysis has been used for the determination of blood alcohol concentration (BAC) for more than 40 years, the relationship between the breath and blood alcohol concentrations still uncertain. While the blood alcohol level is now almost universally accepted as a reliable indicator of intoxication, breath is still frequently regarded as only suitable for a screening test. A historical survey of breath alcohol analysis shows that there have been good reasons to doubt the validity of BAC estimates obtained by breath analysis, and that, in the early years, its reliability was considerably overestimated. However, recent studies have indicated that the determination of the BAC from breath is now possible with a precision and accuracy which, though not quite as good as obtained with direct blood analysis in the laboratory, are quite adequate for practical purposes. A re-examination of the theoretical and practical basis of the determination of blood alcohol by breath analysis included in-vitro studies of the air/blood ratio and in-vivo studies of breath/blood ratio. An observation of the difference in the in-vitro ratio between men and women shows that variations in haematocrit must contribute to variations in the breath/blood ratio in-vivo because the alcohol in the breath is derived from blood by equilibration, while blood analysis is normally on a weight/volume or volume/volume basis. Where there is a discrepancy between breath and blood from this cause, the breath estimate is to be preferred as it depends on the partial pressure of alcohol in the tissues which presumably controls its effect on the brain. This source of error could be eliminated if breath analysis were carried out by direct head space chromatography on whole blood. These studies indicate that the best estimate of the breath/blood ratio is 1 to 2,300 and that the variability of the ratio is substantially greater than can be accounted for by the analytical errors of breath and blood analysis. The breath/blood ratio can sometimes change without any change in breath concentration and individual variations in the stability of the breath concentration can occur.

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HS-017 900

HS-017 898

ERRORS IN CURRENT ALCOHOL BREATH ANALYSIS

Tests were conducted using the Model 1000 Breathalyzer to determine how closely the blood alcohol concentration (BAC) established via a breath test correlated with the BAC determined via a blood sample. The Breathalyzers used in these experiments were examined for accuracy by the Illinois Department of Public Health and each examination showed that the instrument was properly calibrated and usable under the criteria given in the Illinois Implied Consent legislation, which establishes a BAC of 100 milligrams of ethanol per 100 milliliters of blood or higher as proof of driving under the influence of alcohol. Although the Breathalyzer requires a minimum of 452.5 milliliters of lung air from a subject to advance the instrument to the analysis stage where the last 52.2 milliliters of expired air is automatically analyzed for alcohol content, this minimum amount of air will not give an accurate reading indicative of the actual BAC of the person being tested. Minimum and maximum breath sample readings taken 6 minutes apart were compared to corresponding blood sample readings before and after the Breathalyzer was modified to proceed to analysis after a lung air volume of 600 milliliters instead of 452.5 milliliters. The test results show that a 49% error in determining the actual BAC can be expected when using the minimum breath sample on the current Breathalyzer in Illinois. Modification of the intake controls to ensure a 600 milliliter minimum breath sample reduced the expected error from 49% to 34% when analyzing a minimum breath sample. A determined effort to obtain a maximum breath sample ensures close correlation with the actual BAC (about 10 to 20% below the BAC), using either the modified or unmodified Breathalyzer.

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HS-017 899

THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO

By use of headspace analysis employing the "Diet Monitor", the normal range of plasma acetone concentrations in subjects free from metabolic disease has been confirmed. In 55 ambulatory diabetic subjects, only two were found to have plasma acetone concentrations in excess of 5 milligrams per 100 milliliters. In 25 specimens from hospitalized subjects having plasma sugar concentrations in excess of 300 milligrams per 100 milliliters, only one had an acetone concentration greater than 5.0 milligrams per 100 milliliters. Preliminary estimates of the plasma/breath ratio for acetone on blood bank plasma gave an average value of 309 at 34.5 degrees C. The value for normal plasma appears to be larger. The temperature coefficient for the vapor concentration of acetone in plasma in the neighborhood of 34.5 degrees C is about 3.5% per degree of temperature change. These data should eventually permit esti-

mation of the degree and frequency of concentrations of acetone in the breath of ambulatory subjects that might cause significantly false high values to be obtained for ethanol by use of breath-testing instruments employing oxidative reactions or infrared absorbance rather than gas chromatography.

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1975 ; 15refs

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HS-017 900

THE ADVANTAGES OF AUTOMATED BLOOD ALCOHOL DETERMINATION BY HEAD SPACE ANALYSIS

The gas chromatographic (GC) determination of blood alcohol is the only routine procedure that enables ethanol to be specifically determined in biological materials and at the same time permits the determination of other volatile components. In routine operation, direct manual injection of the samples, even when the blood samples have been diluted, is not easy to carry out continuously. For this reason, mechanized procedures are to be preferred, particularly the head space technique. The ideal introduction of the sample in gas form produces sharp peaks, high separation performance, and a stable base line on the chromatogram. The use of column fillings having carbon as the support material and coated with polyethylene glycol 1500 brings about an excellent separating performance and enables the analysis time to be reduced. By selecting a relatively low column temperature, all substances of interest can be separated in a relatively short time. For quantitative determinations, an internal standard is absolutely necessary to maintain high accuracy and to carry out a continuous check on the functioning of the instrument. Tertiary butanol has been chosen for this purpose. Quantitative determination is carried out by determining the ratio of alcohol to internal standard. The internal standard can also be used for the determination of other volatile substances. With the automated head space procedure, the relative standard deviation for a single sample employing an internal standard is plus or minus 0.5%, while for alcohol alone a value of plus or minus 0.7% can be obtained. The deviation of the single values, calculated from double determination on 2,000 random samples, is plus or minus 4.3%. It is concluded that at the present stage of development of instrumental analysis, the GC head space technique is the optimum method for the determination of the blood alcohol concentration.

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1975 ; 9refs

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HS-017 901

A COMPARISON BETWEEN THE GAS CHROMATOGRAPH INTOXIMETER AND A DIRECT BLOOD ANALYSIS

The reliability of breath alcohol analysis for determination of the blood alcohol level (BAL) depends on the analytical reliability of the breath alcohol analysis itself and on the constant factor used for conversion of the breath alcohol concentration to blood alcohol concentration. The accuracy of the Gas Chromatograph Intoximeter (GCI) in determining BAL was measured using breath samples from 206 subjects and comparing the BAL's obtained in this manner with direct blood analysis results for the same subjects. Two types of accuracy were evaluated: experimental accuracy, where GCI results were compared to their respective BAL, and predictive accuracy, where the BAL was estimated by the GCI results. The GCI demonstrated a high level of experimental accuracy and predictive accuracy. The GCI averaged 0.013% lower than a direct blood analysis with a standard deviation of 0.014. About 90% of the results showed a GCI result equal to or less than its corresponding BAL, suggesting that the alcohol distribution ratio of 1 to 2,100 may be too low. An increasing deviation between the GCI result and its corresponding BAL as the blood alcohol level increases indicates that there is an incorrect value for the 1 to 2,100 ratio.

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1975 ; 3refs

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HS-017 902

COMPARISON OF BLOOD AND BREATH TESTING UNDER FIELD CONDITIONS

The Institute for Road Safety Research examined the following nine breath analyzing instruments based on four types of analytical principles: dry chemical-Kitagawa Wright; wet chemical-Ethanograph, Alcolinger Automatic, and Breathalyzer 1000; infra-red light absorption-Intoxilyzer; and fuel cell-Alco-limiter, Alcohol Screening Device, Alcometer (bench), and Alcometer (pocket). Both breath tests and blood sampling were carried out at the roadside on randomly selected motorists, but the actual blood analysis was conducted in the laboratory. The roadside tests were combined with surveys on drinking and driving habits which were carried out in 1970, 1971, and 1973 during weekend evenings. Repeated analysis in the laboratory of a standard air/alcohol mixture corresponding to a blood alcohol concentration (BAC) of about 100 milligrams per 100 milliliters showed that the maximum deviation was less than 5 milligrams per 100 milliliters for all instruments. The manner in which the breath sample was taken was found to differ considerably from instrument to instrument and in some cases differed considerably from the factory specifications. All the instruments except the Breathalyzer 1000 and the Intoxilyzer showed faults during the roadside tests. Possible causes for differences between instruments with regard to precision in breath sampling and accuracy include the analytical principle used, the precision of the measurement, stability of calibration and zero-setting, sensitivity

to extraneous factors, and breath sampling and physiological variability in the ratio between alcohol content of breath and blood. The laboratory tests showed only minor differences in precision of results when standard air/alcohol mixtures were analyzed. The calibration of all fuel cell instruments was found to be less stable than the rest of the instruments. The test results generally confirmed that the larger the expired volume of breath before sampling for analysis, the more accurate the prediction of the blood test is. It hardly mattered if the blood test was predicted by one or the average result of two successive breath tests, as long as the same instrument was used, indicating that lack of accuracy is a systematic error per test subject. The Intoxilyzer was found to be the best for accuracy and to be only slightly less precise than the blood test.

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1975

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HS-017 903

BREATH ALCOHOL ANALYSIS BY GAS CHROMATOGRAPHY: TWO YEARS' EXPERIENCE WITH FIELD COLLECTED SAMPLES

An evaluation of a breath testing system utilizing the Gas Chromatographic Intoximeter and crisper boxes manufactured by Forrester's Intoximeters Incorporated was conducted in Vermont in 1972 and 1973. The breath samples used in the study were all law enforcement samples collected in the field by means of a crisper box by a trained, full-time law officer. Of the 3,438 breath samples collected and analyzed, 268 were not used as prosecution evidence because of gross sampling errors. The portability of the remote field collecting devices used in the GCI system makes the system particularly suited to use in rural areas with a widely dispersed drinking-driver population. While the use of a central location for the analysis of samples eases logistics problems and improves communication of the results of the tests, it does result in a 3 to 4 day delay in getting test results to the police officer who collected the sample. Statistical analysis of breath sample segments simultaneously collected showed an error of plus or minus 13% at the 95% confidence levels. In Vermont, which observes a statutory blood alcohol concentration (BAC) of 0.01 grams per 100 milliliters, this means essentially that BAC levels of less than 0.13 should be prosecuted with caution and preferably along with other evidentiary material. While the number of persons prosecuted for driving while under the influence of alcohol more than doubled in 1972-1973, the conviction rate remained at about 80%. However, the average chemical test result has dropped from 0.215 grams per 100 milliliters to 0.147 grams per 100 milliliters, indicating that law officers in Vermont are now apprehending, arresting, and testing out drinking drivers with a greater awareness of the proper selection criteria and an appreciation of the gravity of the problem.

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PRACTICAL SCIENTIFIC PROBLEMS ASSOCIATED WITH DRINKING AND DRIVING LEGISLATION IN ENGLAND

The Road Safety Act 1967 which became effective in Great Britain in October 1967 introduced blood or urine alcohol concentration as the basis of an offence for driving while under the influence, replacing the then current subjective assessment of the driver's clinical condition. Although the offence was defined in scientific terms, arguments over scientific details resulted from the fact that there was neither evaluation of the containers that were used nor any data pertaining to the influence of conditions of storage of specimens before analysis at the time of implementation. A gas chromatographic method of analysis of the small volume blood samples has been used in most laboratories and has proved most satisfactory. However, the small polypropylene pots used at first to store blood samples have been replaced with glass vials due to a persistent problem with the occurrence of clotted blood samples. The new containers consist of 5 milliliter capacity glass vials with a vaccine bottle type of closure. The law provides that a driver is guilty of driving under the influence if the alcohol concentration in the second of two urine specimens provided within an hour exceeds the permitted level of 107 milligrams per 100 milliliters. The use of the second sample for analysis ensures that the sample will contain alcohol in proportion to that currently circulating in the blood. It is possible that there may be some loss of alcohol from the screw-capped glass bottles and plastic tubes now used for storage of the samples. In most cases two positive breath tests using Alcotest 80 tubes are given by the motorist before a blood or urine sample is provided. That there are problems with the breath analyzing system is indicated by the fact that in several cases the blood samples, which are mostly taken within an hour of a positive breath test, are found to contain much less than the legal limit on subsequent analysis.

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 1975; 6refs
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HS-017 905

ALCOHOL CONCENTRATION IN URINE AND ITS FORENSIC EVIDENCE

Research was conducted, using human subjects, on: the trend of ureteral urine alcohol concentration; the relationship between ureteral urine, vesical urine, and blood alcohol; the equilibrium between blood, serum, and urine by constant

blood alcohol concentration; and the permeability of the bladder for alcohol. Because of physiological conditions, the urine alcohol concentration depends upon the following: the quantity of blood alcohol concentration; the amount of alcohol concentration in the ureteral urine; diuresis; the time between mictions; and the permeability of the bladder for alcohol. The rising ureteral urine alcohol curvature was found to follow the blood alcohol and serum alcohol curve by about 10 minutes. The vesical alcohol concentration compared to the blood alcohol concentration curve reflected a difference of half an hour. Experiments on diffusion showed that the equilibrium concentration between serum and urine was 1 to 1.07, depending on the amount of protein in the serum. The change of alcohol concentration in the bladder and ureter is influenced by the periods between mictions. The longer these periods are, the more likely there will be differences between ureteral urine and vesical urine alcohol. The concentration of vesical urine was found to be determined by diuresis. The permeability of the human bladder for ethyl alcohol has no effect on the alcohol concentration in vesical urine, even after the urine has settled over a period of several hours in the bladder. The variation of the quotient urine alcohol concentration/blood alcohol concentration is very high, and under practical conditions it is impossible to determine the true blood alcohol concentration from the result of the determination of alcohol concentration in urine samples.

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 1975; 10refs
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HS-017 906

THE HAMBURG, W. GERMANY, 1973 REPORT QUESTIONING THE RELIABILITY OF BREATH ALCOHOL INSTRUMENTS FOR MEDICOLEGAL USE IN TRAFFIC CASES

A report on the reliability of breath alcohol instruments for medicolegal use in traffic cases prepared by Hamburg, West Germany, senate commission in 1973 is discussed. Breath alcohol instruments and devices investigated by the commission included: a new model of the Grosskopf Alcotest screening detector tubes; the Ethanograph, or Alcolinger Automatic; and the gas chromatograph Intoximeter (GCI). The chief objection of the commission to the use of breath analyses in West German traffic cases is that, during the period of rising blood alcohol concentration (BAC), the breath instrument reading is frequently much above the BAC in the cubital vein. Although the commission apparently would accept a maximum divergence of plus or minus 10% between the breath instrument reading and the result of direct blood analysis, a study conducted using the GCI indicated that this requirement was met in only about two-thirds of the breath/blood pairs. Breath samples cannot be stored and cannot be taken without the cooperation of the subject. The commission concluded that there appear to be no scientific grounds for recommending that breath alcohol procedures should replace the official blood alcohol testing program or even be used for screening purposes. It is suggested that the commission conduct further investigations into other available breath analysis instruments and that they should use either arterial blood or fingertip blood

ittal vein blood is very unreliable in determining intoxication under rising BAC conditions. The use of rebreathed air for breath analysis should also be investigated.

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HS-017 907

INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE AND OTHER DRUGS IN TRAFFIC FATALITIES

The results of a three-year study of the involvement of drugs and carbon monoxide in automobile operators and pedestrians killed in six counties of North Carolina are discussed. Blood, liver, and urine samples from a total of 251 fatalities were examined for the presence of drugs and carbon monoxide. The major drug which was detected in the samples from drivers involved in single car crashes was ethyl alcohol; in cases where another drug was involved, alcohol was also present. Microscopic examinations of the livers of 63 of the 72 driver-victims of single-car crashes showed that 29 had changes highly indicative of chronic alcohol abuse, with an additional five of the 63 showing equivocal results. Ethyl alcohol was also the drug most frequently found in the operator-victims of multiple-car accidents. In this group, drugs alone and in conjunction with alcohol were also found. The livers of 43 of the 99 drivers in this group showed changes indicative of chronic alcohol abuse. Alcohol alone was detected in the blood of half of the 62 pedestrian fatalities and another 8% had other drugs alone or in combination with alcohol. Of the pedestrians, 25 had liver changes suggestive of chronic alcohol abuse. Significant amounts of carbon monoxide were found in the blood of three crash fatalities. The blood of samples of the pedestrians has a higher positive mean alcohol concentration than that of the single-car operators or that of the multiple-car crash operators. Alcohol was found in blood samples from 92% of the operators in single-car crashes, 82% of the operators in multiple-car crashes, and 86% of the pedestrian fatalities. Drugs other than alcohol most frequently encountered were the sedative hypnotics, the analgesics, the antiepileptic drug diphenhydantoin, the antiarrhythmic drug quinidine, and quinine.

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"WILL THE REAL DRUGGED DRIVER PLEASE STAND UP?" AN ANALYTICAL TOXICOLOGY ASSESSMENT OF DRUGS AND DRIVING

Although the laboratory tools and the social justifications are now available to study and identify drugged drivers, it is suggested that the time, labor, and money necessary for such a program cannot be justified in terms of possible benefits to future traffic safety. Much of the known drug use problem occurs in drinking drivers, and a great variety of commonly prescribed and over-the-counter drugs in combination with alcohol do potentially constitute a major traffic safety problem. However, a broad research study involving comprehensive toxicological analysis of biological samples from drivers, which includes selected demographic areas of the country, is needed to realistically determine if a significant problem exists. Problems such as sample choice, analytical difficulties, and preliminary inferences from the analytical results, as well as pharmacological and physiological qualifications and complexities, render interpretation of 'under the influence of drugs' in any strict scientific sense impractical. Other problems include the importance of dosage, the time interval between dose and sample, the pharmacodynamics of the drug, and the subjects' possible tolerance, hypersensitivity, and metabolism. It is suggested that the major need in the area of control of the use of drugs by drivers is for the general driving public to recognize the risks associated with uncontrolled use, particularly in conjunction with alcohol, so that they have a basis for personal decision.

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HS-017 909

IMMUNOASSAYS FOR THE DETECTION OF DRUGS IN DRIVERS

Procedures currently available for use in the detection of drugs in biological fluids include: gas-liquid chromatography; thin-layer chromatography; fluorometry; and spectrometry. Due to the fact that many drugs are effective in small amounts, sensitive analytical techniques must be used. Immunoassay of drugs is sensitive, reliable, and can provide the means for handling extremely large volumes of samples at a very nominal cost. This technique is based on the binding of a specific drug by an antibody. The antibodies must be produced, generally by attaching the drug of interest to a protein and injecting it into an animal which will produce antibodies directed against various portions of the drug-protein complex and reasonably specific for the drug of interest. These antibodies are separated from the animal's serum and used to assay for the drug. The immunoassay is highly sensitive and has great specificity, making it possible to use this process without the usual extraction and concentration steps generally needed for analysis. Immunological assay systems now available for drugs of abuse include: Free Radical Assay Technique; Enzyme Multiplied Immunoassay Technique; Radioimmunoassay; and Hemagglutination Inhibition. Each

May 31, 1976

HS-017 912

system has its own advantages and limitations, and the particular method best suited for application in any particular institution must be determined by the number of samples to be analyzed per day, the sensitivity and accuracy needed, the turn-around time required, and the amount of money available for hardware and reagents. Although immunoassays produce very few false negative results, positive results must be confirmed by some other procedure.

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HS-017 910

A SYSTEM FOR BREATH ALCOHOL ANALYSIS, AND A SYSTEM TO COLLECT AND PRESERVE BREATH EVIDENCE OF BLOOD INTOXICANTS

The Co-Sweep Preservial collection and preservation systems have been developed by Omicron Systems Corporation, of Palo Alto, California, for sampling and evidence retention of breath volatile intoxicants in drunken driving cases. The Preservial provides an inexpensive, simple to use, self-sealing system for breath analysis consisting of an optically clear seal flange glass vial, a teflon-lined rubber septum, and an aluminum sealing ring or screw cap. The Co-Sweep Preservial is used to collect, concentrate, and preserve intoxicants such as alcohol, acetone, and the cannabinoids from breath samples. This system has a dynamic concentrating feature, a small containment area, and minimal analysis preparation. The Co-Sweep Preservials are designed for direct use in spectrophotometry or for analysis that uses virtually any laboratory technique or instrument. The system is still under study to determine the correct flow rates, sample size, correlations or recovery rates, and storageability.

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HS-017 911

A SIMPLE METHOD FOR THE DETERMINATION OF THE SMOKING OF MARIJUANA

A simple, rapid, inexpensive method for the determination of the smoking of marijuanna is presented. The method of collection, which involves the scrubbing of lips and fingers with a swab dampened with isopropyl alcohol, is simple enough for collection in the field by law enforcement agencies. The method of analysis, thin layer chromatography (TLC), is simple enough to be conducted in most laboratories. Tests conducted on 20 deceased individuals suspected of marijuanna use showed that the body areas giving the best response by TLC were the upper lips and the thumb and forefinger of the domi-

nant hand. The technique was found to be sensitive down to 0.5 micrograms of delta nine tetrahydrocannabinol. Tests conducted with volunteers who had smoked one gram of "good grass" showed that positive results with this procedure were obtained only during the immediate period after smoking and up to a 6 hour interval.

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HS-017 912

QUALITY CONTROL IN A TOXICOLOGY LABORATORY

Problems of quality control related to qualitative and quantitative analysis in a toxicology laboratory are discussed. The Center for Disease Control in Atlanta, Georgia, developed a quality control program for on the spot checks designed to determine if there was a problem with the operator, with a particular drug, or with the thin layer chromatography operating conditions used for drug analysis. With about every 10 patient urine samples, one spiked urine control was processed. On every thin layer plate there was a known aqueous standard and a urine control spotted. Both unknown and blind controls were also processed as patient samples. The most common errors identified by this procedure were: changed thin layer spotting techniques; errors in the detection of morphine; incorrectly prepared solvents; solvent tanks that were left open; poor quality of reagents; and insufficient time lapse between sprays. By allowing the thin layer plate to be left for about an hour after spraying with acidic iodoplatinic before interpretation, the percentage accuracy in the identification of morphine was improved from 89% to 96%. For quality control in quantitative analysis using the gas chromatography (GC) technique, both the GC conditions and operator techniques should be monitored. By processing standards, quality control sera, and split samples, it is possible to monitor the extraction and quantitation, tabulation of results, and the operator and the operator's techniques. This program allows interjection wherever action is necessary. The errors corrected in this manner at the Center for Disease Control were: inconsistency in extraction methods; mis-identification; and calculation errors. A sequential reporting form using the initial results of the patient as a control makes the analyst immediately aware of any changes and allows immediate investigation of any sudden change in results from positive to negative or vice versa.

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HS-017 913

CROSS-NATIONAL COMPARISONS OF DRINKING DRIVING LAWS

A review of legislation in several European countries with regard to drinking and driving is presented. The existence and nature of the laws concerned, the means available for the enforcement of the laws, and the provisions for handling of drivers convicted under the legislation are discussed. Nearly every European country has introduced a specific offence for driving under the influence of alcohol. Blood alcohol concentration (BAC) may be incorporated as a constituent element of the substantive law or may simply be used to provide evidence of impairment under procedural law along with other evidence. Problems with enforcement include: the provision of samples for the courts; screening procedures; and provisions for immunity if the driver is admitted to a hospital. The three main penalties attached to the offence of driving while impaired by alcohol are imprisonment, fines, and disqualification from driving by suspension of the driving license. Penalties may be graded according to the severity of the offence or to the history of previous offences. Evaluation of drinking driver countermeasures may involve time-series studies on casualty savings, comparison of the distribution of BAC among drivers before and after the introduction of control legislation, and observation of the immediate reaction to legislation. It is concluded that effective legislation should include: provision for drivers to be required to take a screening breath test regardless of signs of alcoholic intoxication; provisions for spot checking of drivers for BAC; follow-up blood samples when screening tests are positive; definition of BAC in excess of a statutory limit as a separate offence with mandatory conviction on proof of BAC in excess of the limit; mandatory suspension of the driving license for a period of at least one year on conviction and provisions for medical treatment of alcoholic conditions; and collection of adequate baseline data before the introduction of any changes in legislation so that the effects of the changes can be evaluated.

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HS-017 914

PROBLEMS OF ENFORCEMENT, ADJUDICATION AND SANCTIONING

The enforcement of laws related to the problem of drinking drivers, including apprehension of violators by the police, adjudication by the courts or other institutions, and the imposition of sanctions, is discussed. About 10% of police resources are allocated to traffic law enforcement in the typical American city, but these police are engaged in the enforcement of a wide range of traffic violations, including such offences as parking violations. Police officers in a position to make traffic violation arrests make on the average two alcohol related traffic arrests each year. The results of roadside surveys of alcohol in the driving public indicate that with this level of ar-

rests, while each had made between zero and three alcohol related traffic arrests during the prior year, the numbers each officer had stopped for hazardous moving violations whom they thought should have been tested for blood alcohol concentration ranged from 75 to 100. Reasons for this exercise of police discretion include: cynicism as to the support the charge of driving under the influence will receive in the courts; empathy with the driver; a feeling that the sanctions are too severe; and the cumbersome system used to handle these offenders. Even in the most ambitious programs, enforcement of drinking driving laws is at a minimal level. It is suggested that an optimal program for the enforcement of these laws might involve periodic intense enforcement efforts instead of a constant level of effort. In addition, the deterrent effect of the enforcement of drinking driving laws should be viewed as a primary means of reducing driving while impaired by alcohol and identifying problem drinkers.

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Indiana Univ., Centre for Studies of Law in Action, Bloomington, Ind.
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p655-62
1975 ; 10refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 915

THE EFFECTIVENESS OF DRINKING-AND-DRIVING LAWS IN SWEDEN AND GREAT BRITAIN

The development of the legal response to the problem of the drinking driver, from lack of awareness, through the enactment of classical laws, to the relatively recent *Oper se'* or fixed blood alcohol concentration (BAC) laws in Sweden and Great Britain is examined. While classical laws generally simply made it an offence to drive while under the influence of alcohol, *Oper se'* laws define the prohibited behavior in terms of maximum BAC limits. Sweden first adopted a *Oper se'* law in 1941, while Great Britain adopted such legislation in 1967. The British Road Safety Act of 1967 resulted in a sharp drop in highway casualties, although this effect may be only temporary. In Sweden, important changes in drinking driving laws included: 1934, when blood tests were incorporated into the law and prison was established as a routine punishment; 1941, when the *Oper se'* legislation was enacted; and 1957, when the *Oper se'* limit was lowered from 0.8 to 0.5 pro mille. However, there is no objective evidence that Swedish laws deterred drinking drivers, even though the violation carries the serious penalty of a prison sentence in addition to lengthy license suspensions. It is suggested that the key to the success of the British law was the government's success in convincing British drivers in 1967 that there was a significant risk of apprehension by the police for drivers who drank more than the permissible amount of alcohol. As the public learned that the risk of apprehension is in fact quite minute, the effect of the legislation on alcohol-related traffic casualties is decreasing. It may be that the Swedish government was never able to produce a credible threat of apprehension; most arrests at present for drinking and driving appear to occur as the result of accidents. Various fatality-year graphs are provided.

May 31, 1976

HS-017 918

by H. Laurence Ross

University of Denver, Coll. of Law, Denver, Colo.
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Toronto, 1975, p663-78

1975 ; 26refs

Scandinavian data drawn from a research project funded by a grant from the Insurance Inst. for Hwy. Safety, Washington, D.C. Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 916

THE CANADIAN BREATHALYZER LEGISLATION: AN INFERENTIAL EVALUATION

The effect of the Criminal Law Amendment Act, or Breathalyzer Legislation, which came into force in December, 1969, on serious road accidents in Canada is evaluated. This law made it an offence for a driver to have a blood alcohol concentration (BAC) over 0.08% and gave police power to demand that a driver suspected of alcohol impairment take a breath test. Reported fatal accidents decreased 6.3% during the first full year of the legislation, from 4,549 in 1969 to 4,264 in 1970. This drop was greater than that in any previous year, but was followed by a general increase in 1971. The percentages of fatal accidents occurring at night and on weekends each decreased about 2% in 1970. Data from provinces which keep records on the presence of alcohol in the bodies of drivers fatally injured in traffic accidents showed that the percentage of drivers with a BAC of at least .10% was only marginally below the average for the previous four years. As a result of the legislation, police were more likely to require a driver to take a breath test, since the results of this test alone were sufficient to prove impairment. Previously, breath test results had to be corroborated by physically observed symptoms to obtain a conviction. Impaired driving charges increased substantially across Canada in 1970, nearly doubling in some provinces. However, the evidence to date demonstrates convincingly that the Breathalyzer Legislation did not have a large or sustained effect in Canada. It is suggested that this failure may be due to a lack of perception of the risk of apprehension on the part of potentially impaired drivers resulting from the fact that the police officer must have reasonable grounds to suspect impairment and cannot require a screening test. Fatal accidents (1969, 1970, 1971) are tabulated by province and comparisons of traffic injuries and fatalities for Canada and England are provided.

by Brian R. Carr; H. Goldberg; C. M. L. Farbar

Ministry of Transport, Rd. Safety Branch, Ottawa, Canada
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p679-87

1975 ; 9refs

Extracted from a Ministry of Transport report by Carr, B. R., Goldberg, H. and Farbar, C. M. L., The Breathalyzer Legislation: An Inferential Evaluation, Transport Canada, Ottawa, Ont., Canada, 1974. Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 917

THE EPIDEMIOLOGY OF TRAFFIC ACCIDENTS AND THE EFFECT OF THE 1969 BREATHALYSER LAW IN CANADA

Classical epidemiologic indices have been applied to deaths and injuries from traffic accidents before and after the introduction of Canada's breathalyzer law. The disease frequency measures incidence, case-fatality, and mortality focus on the breathalyzer's health impact in relation to all the people at risk in a community over a specific period of time, permitting an on-going assessment of the effect of the breathalyzer law or other innovations in traffic safety. Population estimates for the years 1963 through 1971 were used to calculate the motor vehicle accident mortality and incidence rates for those years. Incidence, case-fatality, and mortality rates for each quarter were computed for the total day and also for four periods during the day: 6 a.m. to 12 noon; 12 noon to 6 p.m.; 6 p.m. to 12 midnight; and 12 midnight to 6 a.m. Two regression models were fitted to the incidence and case fatality data explaining the variation in terms of: a mean rate; seasonal effects; linear time trend; and breathalyzer effect. Estimates were calculated of the mortality rate that would have been expected if the breathalyzer had not been introduced. The difference between these predictions and the model's predictions including the breathalyzer effect represents an average reduction of 0.46 deaths per 100,000 population per quarter. The sum of the differences between the observed mortality rate and the model's predictions without the breathalyzer for the last five quarters represents a reduction of 8.2% or 487 deaths for Canada as a whole. The findings suggest that the introduction of the breathalyzer law corresponded to reductions in both the incidence of injury (with the greater reductions in incidence occurring during the heavy drinking period from 6 p.m. to 6 a.m.) and the case-fatality rate.

by Larry W. Chambers; Robin S. Roberts; Cameron C. Voelker

Memorial Univ. of Newfoundland, Div. of Community Medicine, St. John's, Newfoundland, Canada
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p689-98

1975 ; 10refs

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HS-017 918

LAW ENFORCEMENT REQUIREMENTS FOR THE DETECTION AND PREVENTION OF DRINKING AND DRIVING IN CANADA

The development of effective programs to ensure that law enforcement officers can detect and prevent drinking and driving in Canada is discussed. The Royal Canadian Mounted Police (RCMP) is the largest Federal law enforcement agency in Canada and is involved in a major way in the enforcement of both Federal and provincial statutes related to traffic and traffic safety. Despite the seemingly stringent provisions of the Canadian Breathalyzer Law of 1969, there has been no dramatic reduction in the incidence of drinking and driving, and there is still an alcohol-related involvement in over 50% of fatal motor vehicle accidents. The average blood alcohol concentration (BAC) determined through the breath analysis program has also not been lowered significantly. A variety of programs have been developed to combat alcohol-related driving in Canada, and the results of these programs are discussed.

number of drinking drivers. Police officers must be properly educated to detect the drinking driver in the stages before the driver demonstrates severe intoxication. RCMP officers are exposed to as many aspects of the use of alcohol as is possible during a two-week training period. Police officers should also be trained to work with the public in community relations programs designed to prevent people from becoming prospective impaired drivers. The use of accredited breath alcohol screening devices at the roadside should be encouraged. Although some provinces permit the use of such screening devices to assist the police officer in enforcing an immediate 24 hour license suspension on the spot, the devices in use are generally of poor quality. Legislation should be enacted permitting a police officer to breath test any driver involved in any moving violation or accident. An effective public education program designed to develop an awareness of the effects of alcohol on driving ability is greatly needed in Canada. Educational programs to increase awareness of existing legislation and of the consequences of the alcohol involvement in motor vehicle accidents are also needed. Some breath test statistics for Alberta, Saskatchewan, Nova Scotia, and New Brunswick are presented by year, number of requests, number of tests, and mean BAC.

by John Hoday

Royal Canadian Mounted Police, Scientific Services, Ottawa, Canada

Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p699-703

1975 ; 2refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 919

ENFORCEMENT OF THE LAW IN GREAT BRITAIN REGARDING MOTORISTS IMPAIRED BY DRINK: SUCCESS AND PROBLEMS

The British Road Safety Act of 1967, later incorporated into the Road Traffic Act, 1972, makes blood alcohol concentrations (BAC) in excess of 80 milligrams per 100 milliliters a statutory offense and contains provisions for the collection of blood or urine from drivers suspected of being impaired by alcohol. Successful prosecution under the Act almost invariably carries a minimum disqualification from driving of one year. The major success of the Act has been in connection with the ease with which it can be enforced rather than in the reduction of occasions when motorists drive impaired with alcohol. Although blood or urine samples are sent for analysis only after successful breath tests, between 15 and 20% of the blood samples have been found to contain less than the 80 milligrams per 100 milliliters limit provided in the law. About 5 or 6% are found to be below 50 milligrams per 100 milliliters. Although delays in the arrival of the doctor at the police station to take blood samples can account for a discrepancy of about 20 milligrams per 100 milliliters, figures below the 50 milligram level require some other explanation. Possible explanations include: failure on the part of the police officer to read the breath test device properly; a false positive breath test resulting from some trace of alcohol in the mouth; and an inaccuracy in the breath testing device. In addition to these problems attendant to testing for alcohol impairment, the absence of any legislation or any methods for assisting in the detection of motorists impaired by other drugs has led to a situation where this class of offenders is escaping attention.

by James K. McLellan

Lanarkshire Constabulary, Lanarkshire, Scotland
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p705-8

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Availability: In HS-017 850

HS-017 920

THE USE OF A SCREENING TEST FOR DRINKING DRIVERS IN CONJUNCTION WITH AN AUTOMATIC DATA PROCESSING UNIT

Experience gained in New South Wales, Australia, has shown that in a program of any significant size designed to combat the incidence of drinking driving, the use of an automatic data processing unit to correlate the abundance of information available is essential. In 1973 in New South Wales, 27,601 drivers were subjected to breath screening tests for blood alcohol concentration (BAC), and 23,654 were subjected to subsequent breath analyses. With the information provided by the computer, the law enforcement agency concerned is able to marshall its resources to the best and most efficient possible advantage, deploying extra resources at high risk spots in various localities and at times when the problem is at its peak. The activities of the police throughout the entire state are clearly set out at monthly intervals by computer print-out for the information of senior police officers, making possible a degree of efficiency not otherwise possible. The information provided by the automatic data processing unit is used as a stock control method and to a large extent provides a safeguard against possible improper use of the equipment in the field. All of the 2,250 mobile police units in the state carry Alcotest screening equipment. Data collected on all persons subjected to a roadside screening test include: age, occupation, type of motor vehicle, age of motor vehicle, time of offence, location, reason for suspicion, and breath analysis results. The recent addition of name and date of birth to the information recorded by the data processing unit will make information relating to recidivism, particularly data concerning multiple offenders at the lower BAC levels, readily available.

by R. T. Hawthorne

New South Wales Police Dept., Breath Analysis Section, Sydney, Australia
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p709-16

1975 ; 1ref

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 921

COMPULSORY BLOOD ALCOHOL DETERMINATIONS IN ROAD CRASH CASUALTIES: EXPERIENCE FOLLOWING RECENT AUSTRALIAN LEGISLATION

Australian legislation regarding alcohol and traffic safety followed initial studies of the blood alcohol concentrations (BAC) in dead drivers in the State of Victoria. These studies showed that about one-third of the drivers killed in traffic accidents had BACs in the area of 100 milligrams per 100 milliliters. In 1966, the State of Victoria adopted legislation requiring that all

drivers suspected of being under the influence of alcohol take breathalyzer tests and setting the maximum BAC at 50 milligrams per 100 milliliters. Laws passed later in other states set the maximum BAC at 80 milligrams per 100 milliliters. Since 1973, the states of South Australia and Victoria have passed laws providing for the compulsory testing of all accident victims for BAC. Initial experience indicates that there is a frequent association of elevated BAC with accident victims seen in hospital casualty departments. A significant proportion (6 to 8%) of these casualties have grossly elevated BACs of 150 milligrams per 100 milliliters or more. Other evidence indicates that such subjects have a long-standing drinking problem. Data from three Melbourne hospital casualty units and from hospitals in South Australia indicate that about 25% of all traffic accident victims have detectable blood alcohol.

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Alfred Hosp., Dept. of Social and Preventive Medicine,
Victoria, Australia
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p717-22
1975, 14refs

Paper from the Proceedings of the International Conference
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Availability: In HS-017 850

HS-017 922

THE EFFECT OF REHABILITATION ON THE DRIVING BEHAVIOR OF PROBLEM DRINKERS

A statistical investigation of 782 persons was conducted to determine if successful treatment of alcoholism improves the driving performance of alcoholic drivers. The motor vehicle records of 391 experimental subjects and 391 control subjects were obtained from the appropriate Motor Vehicle Departments. The experimental group used was comprised of persons successfully rehabilitated through labor-management alcoholism programs. Nine companies in eight States were involved in the study. Significant improvements in total collisions, driving while under the influence of alcohol, reckless driving, other moving violations, suspensions, and revocations occurred after return to satisfactory job performance following treatment for alcoholism. While before treatment, the experimental group had significantly more convictions in these violations than the control group, after treatment there were no significant differences between the groups. It is suggested that the motor vehicle records are inadequate and not well standardized and that youthful drinking drivers may not respond in the same manner as the older group of persons used in this study.

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N.Y. 10016
Contract DOT-HS-264-2-479
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p723-36
1975, 12refs
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Availability: In HS-017 850

HS-017 923

A COMPARISON OF CHANGES IN KNOWLEDGE AND ATTITUDE BETWEEN PROBLEM DRINKERS

AND NON-PROBLEM DRINKERS FOLLOWING A REEDUCATION PROGRAM

The New York State "DWI Counterattack" program is an experimental program being conducted by the New York State Automobile Association and the New York State Department of Motor Vehicles designed to reduce the problem of driving while intoxicated (DWI). Versions of the program are operative in three counties: Erie, Onondaga, and Westchester. This program substitutes reeducation and rehabilitation for traditional punitive measures for DWI violations. Participation is voluntary, and convicted motorists who take part in the program retain their driving privileges if they attend all sessions of the course held once each week for five consecutive weekday evenings. The aims of the course are to provide information on the consequences of drinking and driving and to consider why people drink and drive, as well as to consider what countermeasures they can take. The 566 DWIs who attended all sessions of the course to which they were assigned were divided into the following three groups: no drinking problem; potential drinking problem; and definite drinking problem. Tests administered before and after the course included: the Drinking and Driving Knowledge Inventory (KI); the Drinking and Driving Opinion Survey (OS); Behavioral Description Scales (BDS); and Alcoholism Indicator (AI). Although no problem drinkers seemed to show greater OS improvement than potential problem and definite problem drinkers combined, no relation was found between drinking problem classification, as defined by AI, and knowledge and attitude change. The findings clearly suggest that those DWIs suffering more serious and pervasive problems with alcohol gain significantly in knowledge about DWI and to the same extent as other DWIs. The difference in attitude changes between non-problem drinkers and DWIs with potential or definite drinking problems suggests that it might be profitable to encourage the latter group to become involved in follow-up experiences designed to produce additional attitudinal and behavioral changes.

by James L. Malfetti; Kenneth J. Simon
Columbia Univ., Teachers College, Box 114, New York, N.Y.
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p737-53
1975, 9refs
Paper from the Proceedings of the International Conference
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Availability: In HS-017 850

HS-017 924

JUDICIAL DISCRETION IN DRINKING-DRIVING CASES: AN EMPIRICAL STUDY OF INFLUENCES AND CONSEQUENCES

Judges of the Denver, Colorado, County Court agreed to assign penalties of a fine, conventional probation, or rehabilitative probation according to a fixed schedule to 495 drivers convicted of a first offence of driving while intoxicated. However, when the judges departed from the schedule in a significant number of cases, the scope of the study was expanded to study the exercise of judicial discretion. The study was designed to find out under what conditions the judges used their discretion to deviate from the scheduled sanctions and what the differences in subsequent driving records of defendants receiving scheduled and those receiving unscheduled sanctions were. Only when comparing the jail to the non-jail groups did a rational basis for deviations from scheduled sanction assignment appear, with defendants having poorer previous

ous records being sent to jail. When deviations from scheduled conventional or rehabilitative probation were examined, lawyer representation appeared to be the principal influence, with represented defendants most often receiving a preferred fine. Comparison of the records of those receiving scheduled and unscheduled sanctions for one year subsequent to the application of the sanction did not show any benefit of the exercise of judicial discretion in deciding to deviate from the agreed sanction. There were no significant differences between the subsequent records of defendants given jail and those given non-jail treatment or between defendants receiving scheduled rehabilitative probation and those receiving unscheduled sanctions. Tabulations of defendant sentencing by age, sex, minority status, previous crashes, violations, and points, and lawyer representation are provided.

by Murray Blumenthal; H. Laurence Ross
University of Denver College of Law, Denver, Colo.
Contract DOT-HS-249-2-437
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p755-62
1975 ; 2refs

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Availability: In HS-017 850

HS-017 925

THE EFFECT OF LOWERING THE LEGAL DRINKING AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR VEHICLE ACCIDENTS

Data on the number of drinking drivers, by age, who have been involved in motor vehicle accidents in Ontario, Canada, in the years 1967 through 1971 were examined to assess the effect of lowering the drinking age from 21 to 18 (in 1971) on alcohol related traffic accidents. While there has been a long term trend for drinking drivers involved in accidents to be younger than previous years, this trend became more pronounced in 1971. In addition, the trend before lowering the drinking age was attributable to both the 16 to 19 and the 20 to 24 year age groups, while the increase in 1971 is concentrated in the younger group. It seems likely that most of the reported increase in 1971 in the proportion of 16 to 19 year old drinking drivers in accidents is the result of lowering of the drinking age rather than a continuation of the earlier trend.

by Wolfgang Schmidt; Alexander Kornaczewski
Alcoholism and Drug Addiction Res. Foundation, Toronto,
Ont., Canada
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p763-70
1975 ; 4refs
Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 926

THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOUR [BEHAVIOR] OF YOUNG DRIVERS

A study designed to assess the impact of the reduction in the legal drinking age from 21 to 18, (effective in Ontario, Canada in July 1971) on the collision behavior of young drivers in the community of London, Ontario, is discussed. Data from collisions occurring between January 1968 and June 1973 which in-

volved drivers aged 16, 17, 18, 19, 20, or 24 was examined for information on the age and sex of the driver, the year of the collision, the time of day, and the condition of the driver. The use of a quasi-experimental design permitted control for the major hazards to internal and external validity. The data show that alcohol-related collisions increased 33% among 18 year olds and 346% among 19 year olds during the period after the change in the law, while their total number of collisions increased 42% and 37% respectively. Sixteen and seventeen year olds showed an increase of 162% in alcohol related accidents and a 20% increase in total collisions. Twenty year olds showed a 156% increase in alcohol related accidents and a 16% increase in total collisions. At the same time, the 24 year olds showed a 20% increase in alcohol related accidents after the change in the law and a 10% increase in total collisions. In addition, after the change in the law the percentage increase in total collisions was significantly larger from 9 p.m. to 3 a.m. than from 9 a.m. to 3 p.m. for all groups aged 16 through 20, while the increase for 24 year olds was almost entirely in the 9 a.m. to 3 p.m. period. The data indicate that the change in the drinking age had an independent effect of increasing the incidence of alcohol-involved collisions and total collisions among young drivers. While among 18 to 20 year olds it is possible that half of the increased rate of total collisions may have been due to non-drinking factors, it is difficult to account for the other half of the total increase in collisions in any other way. However, among 16 and 17 year olds it appears that the increase in collisions is due almost exclusively to the change in the drinking law.

by Paul C. Whitehead; John Craig; Nanci Langford; Carol MacArthur; Bruce Stanton
University of Western Ontario, Dept. of Sociology, London, Canada
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p771-4
1975 ; 2refs

Summary of the paper presented to the Sixth International Conference on Alcohol, Drugs and Traffic Safety. Part of a larger study supported by the Canada Council of Young Drivers. Prepared in cooperation with Roberta G. Ferrence. Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 927

THE COMPULSORY BREATHALYZER .05% LEGISLATION IN VICTORIA

A law stipulating that a driver found to have a blood alcohol concentration (BAC) in excess of 0.05% within 2 hours of apprehension is *prima facie* guilty became effective in February 1966, in the State of Victoria, Australia. Offences involving alcohol and driving include: driving a motor vehicle with a BAC greater than 0.05%; drunken driving, or driving under the influence to such an extent as to be incapable of having proper control of the vehicle; and drunk in charge, where the car is not in motion, but there are grounds for suspicion that it is about to be driven. Legislation requiring that all traffic accidents victims admitted to hospitals be blood tested for alcohol has recently been enacted. The overall mean value of the drinking driver in the hospital, mortuary, or apprehended at the scene of an accident is about 0.15%. Comparison of a 10% sample of breathalized Victorian drivers with a control sample of male drivers showed that the breathalized drivers had more traffic convictions of any kind than the controls, three times as many traffic convictions for offences other than

speeding, 10 times as many serious traffic offences, 10 times as many drinking driving convictions, three times as many license withdrawals, and 10 times as many convictions for unlicensed driving. Almost 40% of the breathalyzed drivers had criminal records for offences other than on the roads. Follow-up studies of 300 drivers convicted of drinking driving offences conducted over a 2.5 year period showed that about 40% of the drivers were reconvicted of either criminal or driving offences during the follow-up period, of which half of the offences were for drinking driving.

by J. H. W. Birrell

Victoria Police Dept., Melbourne, Australia
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,

Toronto, 1975, p775-85

1975 : 17refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 929

PUBLIC INFORMATION PROGRAMS RELATED TO ALCOHOL, DRUGS, AND TRAFFIC SAFETY

Attempts to reduce highway accidents involving alcohol generally include public information campaigns. Until recently the target audience of these campaigns has been the consumer who, it is assumed, will be in a position to choose whether to drive while in an impaired condition. In the last few years, a number of campaigns have focussed instead on informal influence agents such as friends, relatives, and party hosts who are in a position to control a person's access to alcohol or drugs, or to a car, or to both. These persons can exert influence before a violation or an accident occurs. Programs directed at the general public are usually designed to increase awareness of the problem or to solicit support for control measures. Other programs may be directed exclusively at young people, minority groups, employers, or other select audiences. Themes used in public information campaigns include: conveyance of information; utilization of some form of threat, such as loss of life or arrest; invocation of normative values, such as the value of knowing personal limits; or appeal to concern for the common good. Although the ultimate objective of campaigns in this field is a reduction of injuries or fatalities on the highway, most campaigns focus on such intermediate objectives as appropriate changes in beliefs or attitudes and institutional or organizational changes. Most campaigns on drinking and driving have not been evaluated in any systematic way. As a result, it is not possible to provide definitive conclusions regarding the relative effectiveness of the various approaches used. Examples of campaign materials are illustrated.

by James W. Swinchart

Children's Television Workshop, One Lincoln Plaza, New York, N.Y. 10023
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,

Toronto, 1975, p799-811
1975

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 930

THE INVESTIGATION OF BLOOD ALCOHOL LEVELS IN 967 ROAD ACCIDENT FATALITIES

The relationship between alcohol and road fatalities in the State of Victoria, Australia, during the period 1970 to 1973 was investigated using the blood alcohol concentrations (BAC) estimated on 967 post-mortems conducted on road accident victims. During the period from June 1970 to May 1971, post-mortems performed on 400 road accident victims showed that of the 171 drivers killed, 103, or 60%, had ingested alcohol. About 50% of the total 171 drivers killed had BACs exceeding 100 milligrams per 100 milliliters, double the legal limit in Victoria. Pedestrian deaths revealed that about 54% had very high BACs. A fairly low-key public education campaign about drinking and driving directed at the driving public followed this stage of the investigation, after which 567 post-mortems were conducted on fatal accident victims during the period January 1972 to June 1973. Of the 251 killed drivers analyzed for alcohol, 46.6% had BACs in excess of the legal limit. While there has been no significant change in the BACs of killed drivers, there has been a significant reduction in the death toll and accidents involving casualties in the State of Victoria over the past 3 to 4 years. This pattern has not been experienced throughout Australia.

by Dwight Fee

Department of Transportation, Washington, D.C.
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
Toronto, 1975, p789-98

1975

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

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 3000, Victoria, Australia
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
 Toronto, 1975, p825-30
 1975 ; 4refs
 Paper from the Proceedings of the International Conference
 (6th) held in Toronto, 8-13 Sep 1974.
 Availability: In HS-017 850

HS-017 931

THE EDMONTON STUDY. A PILOT PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF A PUBLIC INFORMATION CAMPAIGN ON THE SUBJECT OF DRINKING AND DRIVING

A study designed to examine the effectiveness of a public information campaign on the subject of drinking and driving in Edmonton, Alberta, Canada, is described. The campaign, planned and conducted by the Canada Safety Council, was aimed at changing knowledge, attitudes, and behavior by: alerting the public to the seriousness of the traffic accident problem related to the irresponsible use of alcohol; outlining the action of alcohol and the dangers when related to the driving task; reviewing the penalties for impaired driving; and suggesting changes in drinking-driving behavior. Materials were directed at the social drinker. A before and after survey of drivers in Edmonton and in a control city (Calgary) was conducted to evaluate the effect of the campaign. A randomly selected sample of drivers were stopped during roadside surveys which included blood alcohol concentrations (BAC) analysis and interviews to test the level of knowledge about various points which had been emphasized in the campaign and attitudes towards present drinking-driving laws. Over 2,000 drivers were interviewed in each city during each phase. Although the control city had conducted a normal holiday season traffic safety campaign, only the Edmonton campaign was successful in producing a significant decrease in the proportion of impaired drivers on the road. Both campaigns resulted in increased knowledge about particular points and in changed attitudes towards existent laws. Few adults or teenagers in the Edmonton area did not receive the message about drinking and driving, and most received it many times in many different ways. The Edmonton campaign was well received by the public and was successful in achieving the desired behavioral change.

by Philip J. Farmer
 Canada Safety Council, Ottawa, Ont., Canada
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
 Toronto, 1975, p831-43
 1975 ; 4refs
 Paper from the Proceedings of the International Conference
 (6th) held in Toronto, 8-13 Sep 1974.
 Availability: In HS-017 850

HS-017 932

SEVEN YEARS EXPERIENCE OF BLOOD-ALCOHOL LIMITS IN BRITAIN

Experiences in Great Britain with regard to drinking and driving following the passage of the Road Safety Act 1967, which established a maximum blood alcohol concentration (BAC) and provided for the use of breath analysis as a screening test, are discussed. A short history of the control of drinking and driv-

ing in Britain is presented. The 1967 law required courts to disqualify offenders from driving for a year. While the new law was supported by a heavy publicity campaign and the severity and certainty of the penalty was widely known, individual drivers did not know the likelihood of being required to submit to a breath test or the amount of drinking which would result in an illegal BAC. Although the law was highly deterrent in the initial stage, this effect has largely worn off as the perceived risk of being required to take a breath test has decreased. This apparent decline in the deterrent effect of the legislation has been accompanied by a continual increase in the number of breath tests administered and therefore the actual risk of apprehension. The lack of concerted government publicity against drinking and driving during the last five years may have contributed to this decreased perception of risk of apprehension by the police. Data for the years 1968 through 1972 show that about 96% of the 170,000 positive breath tests confirmed by analysis lead to prosecutions, over 90% of which lead to conviction. Criteria for use in drafting legislations regarding drinking and driving are presented.

by A. Bryan Saunders
 Dept. of the Environment, Rd. Safety Directorate, London, England
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
 Toronto, 1975, p845-53
 1975 ; 7refs

Paper from the Proceedings of the International Conference
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HS-017 933

SOCIO-MEDICO-LEGAL ASPECTS OF ALCOHOL AND ALCOHOLISM

A discussion of the social, medical, and legal aspects of alcohol and alcoholism in the United States is presented. It has been estimated that more than 80,000,000 persons in the United States use alcoholic beverages, of which 6% are considered excessive users and possible problem drinkers. The American culture recognizes religious approval and disapproval and the aspects that promote utilitarian acceptance in determining attitudes toward the consumption of alcohol. Paternalistic attitudes of governmental agencies and persons responsible for the treatment of the alcoholic resulted in the prevalence of punitive and moralistic approaches to treatment in the past. This attitude toward alcoholics and alcoholism has now changed somewhat into a disease orientation. Treatment milieus involving strong support by other members, group therapy, and a quasi-psychophilosophic approach have achieved a remarkable success with alcoholics. Treatment of the individual alcoholic must take into account the individual's socio-economic background, cultural heritage, ecological-nutritional-disease inventory, and psychologically evaluated personality traits. Research conducted on alcoholism indicates the need for a wide variety of measures, including new techniques for the rehabilitation of alcoholics, liaison between agencies researching or treating alcohol problems, a data bank source of information relating to alcoholism, and the development of tools for evaluating the needs of individual alcoholics.

by Robert J. Joling
 University of Arizona, Coll. of Medicine, Tucson, Ariz. 85724
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety,
 Toronto, 1975, p855-9
 1975 ; 11refs

Paper from the Proceedings of the International Conference
 (6th) held in Toronto, 8-13 Sep 1974.
 Availability: In HS-017 850

May 31, 1976

HS-017 936

HS-017 934

CAN ALCOHOL EDUCATION CHANGE THE ROLE OF YOUTH ON OUR HIGHWAYS?

Although alcohol education cannot change the role of youth on the highways, since what happens to young people while driving is more related to 'growing up' than to excessive drinking, such educational programs can be useful in creating a sensible attitude toward alcohol. The vast amount of alcohol education material currently available is chiefly concerned with formal teaching. The following suggestions relating to actions which can be taken by the government, the community, parents, and concerned individuals to improve the alcohol education of young people are discussed: abolish the conventional grading system in alcohol education courses; teach students how to drink sensibly; improve driver training; have students participate in the development of alcohol education curricula; lower, or eliminate entirely, the legal drinking age; remove the driver's license of an alcoholic or problem drinker who has been judged guilty of driving while intoxicated; conduct more and better alcohol education research; attempt some alcohol education at the time the student receives a license to drive; begin alcohol education at the kindergarten level and make it part of a total health education program; involve parents, teachers, and other adults in the community in corollary alcohol education courses; and research the role of advertising and media programming in influencing youthful drinking patterns.

by Lee N. Hames

American Medical Assoc., Chicago, Ill. 60610
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p861-8
1975 ; 34refs

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 935

EXPERIMENTAL EVALUATION OF A COMMUNITY-BASED CAMPAIGN AGAINST DRINKING AND DRIVING

A pre-test/post-test control group design was used to assess the effectiveness of the different components of a drinking-driving campaign in nine cities in Ontario, Canada. Telephone surveys were conducted in these nine cities and in a control group of nine other cities before and after a media campaign stressing citizen involvement and community action in dealing with the drinking-driving problem. People chosen for the samples were randomly selected from the file of licensed drivers and were sent an advance letter to advise that the call for an interview would be forthcoming. Independent samples were used for the before and after surveys and consisted of 1,120 persons in the campaign cities and 1,053 persons in the control cities for each survey. Results of the surveys indicate that the campaign was effective in increasing the number of people who reported not driving home when they were drunk; it informed people of the maximum legal blood alcohol level; it informed people that jail was a possible penalty for drinking and driving; and it increased the number of conversations about drinking and driving. The research design used in this study provided means for avoiding the problem of historical and seasonal effects and eliminated the common problems of pre-test sensitization, instrumentation effects, and lack of homogeneity among survey samples.

by J. Pierce; D. Hieatt; M. Goodstadt; L. Lonero; A. Cunliffe; H. Pang
Ministry of Transportation and Communications, Downsview, Ont., Canada
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p869-79

1975
Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 936

THE ROLE OF ATTITUDES IN SECONDARY SCHOOL ALCOHOL-TRAFFIC SAFETY EDUCATION

The role of attitudes toward alcohol and traffic safety education, toward drinking, and toward driving on the part of students, teachers, and school administrators in secondary school alcohol and traffic safety education programs is examined. Teachers should remain entirely neutral in the classroom in terms of expressing views about whether their students now or in the future should drink, how much they should drink, and under what conditions they should drive because students must come to their own conclusions about drinking in order to learn the process of independent thinking and because the expression of attitudes on these subjects will destroy the teacher's chances of producing any rational examination on the part of the students of how they should drink and drive. Reasons why expressly seeking to produce specific responsible drinking and driving behaviors will not work for many students include: students will tend to concentrate on becoming adept at supplying the desired responses in class rather than on the development of responsible attitudes toward drinking and driving; young people reject being told what is right and wrong and are finely attuned to the hypocrisy of how adult behavior belies adult precepts; students are insulted by the teacher's implicit assumption that, given the facts and the opportunity to discuss their feelings, they are too dumb to come to their own reasonable conclusions about how to drink and drive; and students will be discouraged from examining their own attitudes toward drinking and driving. Small group discussions and role playing situations can be used to permit an open expression of student concerns about drinking and driving, including the influence of peer group pressure, the search for kicks or danger, the need to emulate adults, and the "it-won't-happen-to-me" type of rationalization. School administrators must explicitly and publicly support teachers attempting to create an atmosphere of teacher neutrality and student openness if such programs are to be successful. An example of classroom activities stressing small group discussions and role plays is provided.

by Peter Finn
Abt Assoc., Inc., Cambridge, Mass.
Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p881-8
1975 ; 10refs
Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
Availability: In HS-017 850

HS-017 937

ONE MODEL FOR THE EVALUATION OF ASAP REHABILITATION EFFORTS

A model has been developed for the evaluation of the Alcohol Safety Action Projects (ASAPS) rehabilitation efforts, which are designed to modify the behavior of persons convicted of driving while intoxicated (DWI) in a manner that will reduce the probability of subsequent DWI behavior. The structural characteristics of ASAP education and group therapy modalities, as they evolved in 27 different communities, were identified and described. The alcohol safety schools were then grouped into categories or types which were more homogeneous in terms of such organizational characteristics in order to compare the effectiveness of different school types in the reduction of arrest recidivism. Tasks conducted in this effort included: selection of a suitable criterion measure for evaluating treatment program effectiveness; selection and modification of a criterion data collection procedure; selection of a suitable method for calculating recidivism rates; selection of a formula for transforming recidivism data into a form appropriate for data analysis; specification of the differences between various drinker types; development of a device for specifying the characteristics of various modality types; selection of a procedure for discriminating between various modality types; and conducting appropriate statistical analyses of recidivism rates between drinker types, school types, and interactions of drinker and school types. Although the results of this study show that a broad range of activities and orientations exist under the single classification of alcohol safety school, the study was unable to show that school types were differentially effective. The variety of alcohol safety schools suggests the possibility of matching school type modalities with drinker types.

by James L. Nichols; Raymond E. Reis
 National Hwy. Traffic Safety Administration, Office of Driver and Pedestrian Programs, Washington, D.C.
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p893-926
 1975 ; 27refs
 Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.
 Availability: In HS-017 850

HS-017 938

MOTOR CLAIMS OF ABSTAINING DRIVERS

Motor accident statistics gathered by Swedish insurance companies from actual claims records were used to assess the differences in claims frequencies and costs between total abstainers and non-abstainers from alcohol. Since 1933 Ansva Mutual Insurance Company in Sweden has issued insurance policies only to total abstainers, who declare that they abstain from beverages with an alcohol content in excess of 2.25% by volume. The claims ratio for Ansva's policyholders was significantly lower than that of policyholders with other insurance companies during the period 1933 through 1955. In 1957 all other insurance companies in Sweden introduced special discounts to total abstainers. The data provide conclusive indication that the claims frequencies for total abstainers is lower year by year than the claims frequencies for non-abstainers. The balanced average for the entire period 1957

nies other than Ansva also have lower claims frequencies on average than non-abstainers. For the period 1957 through 1972 the average claims frequency for total abstainers insured in special groups with other companies was on average 6% below the general group. Claims comparisons indicate that a total abstainer exposes himself to less risky situations than non-abstaining policy-holders. The Ansva Group of insurance companies, insuring total abstainers only, shows a consistent pattern in every country where the company is working and where the statistical data are available for comparisons, of a lower claims frequency than other insurance companies.

by Ake Lindgren

Ansva Mutual Insurance Co., Stockholm, Sweden
 Publ: HS-017 850, Alcohol, Drugs, and Traffic Safety, Toronto, 1975, p927-36

1975 ; 1ref

Paper from the Proceedings of the International Conference (6th) held in Toronto, 8-13 Sep 1974.

Availability: In HS-017 850

HS-017 939

BIOENGINEERING STUDY OF BASIC PHYSICAL MEASUREMENTS RELATED TO SUSCEPTIBILITY TO CERVICAL HYPEREXTENSION-HYPERFLEXION INJURY. FINAL REPORT

Basic physical characteristics of the neck which may influence a person's susceptibility to 'whiplash' injury during rear-end collisions were investigated using 180 human volunteer subjects chosen on the basis of sex, age, and stature to be representative of the adult population of the United States. The following measurements were obtained from each subject: 48 anthropometric measures, mostly of the head and neck; 16 anthropometric measures of the cervical spine; four replications of sagittal plane flexion and extension range of motion; range of motion of the cervical spine; neck muscle stretch reflex and reaction times; and voluntary neck muscle strength. A combination of x-rays and photographs was successfully used to determine that the cervical range of motion is consistent over several replications. The range of motion of the head and neck was found to be significantly reduced in older subjects. Female neck muscle strength is considerably less than that of males. While males and females exhibit different aging characteristics, all elderly subject groups revealed considerably reduced strength capability. The average male was nearly twice as strong as the average female. The average stretch reflex time of the neck flexor muscles was faster for females than for males of the same age. A technique has been developed which can be used to predict muscle force exerted during a reflex test. The experimental data for range of motion and muscle strength were used in the Highway Safety Research Institute Two-Dimensional Crash Victim Simulator to investigate the effect of the measured parameters on dynamic response in a simulated 30 mph rear-end collision. The small elderly female group was found to be the most susceptible to injury. Regardless of the population group, active neck muscle tension modified head and neck dynamic response. Both the experimental and the modelling results suggest that certain segments of the population—particularly females, regardless of age, and elderly males—are more likely than others to sustain neck injuries in a given rear-end accident situation.

by Richard G. Snyder; Don B. Chaffin; David R. Foust
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 and Baxter Rd., Ann Arbor, Mich. 48105
 Contract ORA-72-613-B1

Rept. No. UM-HSRI-B1-75-6 ; 1975 ; 323p 99refs
 Sponsored by Insurance Inst. for Hwy. Safety, Watergate Six
 Hundred, New Hampshire Ave., N.W., Washington, D.C.
 20037 - Report for 15 Jan 1972-15 Sep 1973

Availability: Insurance Inst. for Hwy. Safety, Watergate Six
 Hundred, New Hampshire Ave., N.W., Washington, D.C.
 20037

HS-017 940

INVESTIGATIONS INTO LIGHT TRAFFIC I [BICYCLES, MOTORCYCLES]

The use of safety equipment by riders of bicycles and motorcycles in Finland was investigated. Reports are presented on the following specific items: the use and equipment of school children's bicycles; bicycle reflectors; the use of warning flags on bicycles; and the use of safety helmets and goggles by motorcycle and moped riders. An examination of over 600 bicycles showed that about 75% of the bicycles had all the required equipment in good condition and properly placed. However, non-required safety equipment such as rear lights and rear mirrors were generally lacking or not in order. Poor condition of the bicycle can be considered a significant factor in bicycle accidents. Although children manage well in traffic with bicycles, more bicycle routes would provide an efficient means of increasing bicycle safety. A survey of 8,118 bicycles revealed that only 11% had a good reflector with a luminance coefficient of over 100 mcd/lux. More than half of the bicycles were fitted with a very weak reflector. Experimental data indicated that vehicle drivers yield more to bicycles fitted with a warning pennant than to those without such a device. Although there are no helmet laws in Finland, a survey of 14,588 motorcycle operators and passengers showed that 76.6% of the operators and 54.9% of the passengers were wearing helmets. The helmets are worn more in rural areas than in towns and more on weekends than during the business week. About 58% of the observed motorcycle riders were using goggles. The use of safety helmets and goggles by moped riders is very uncommon, averaging about 2 or 3%. Tables are given on bicycle equipment condition, children's bicycle trip length by sex, and children's accident severity by sex. Interview forms used in parent and child surveys of bicycle usage, equipment, and accident experience, and of warning flag use are shown.

by Liisa Oranen; Pekka Tiainen; Mikko Korkeala
 Liikenneturva, Central Organization for Traffic Safety, Res.
 Bureau, Iso Roobertinkatu 20, 00120 Helsinki 12, Finland
 Rept. No. Liikenneturva-16 ; 1975 ; 43p 1ref

Availability: Corporate author

HS-017 941

TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL

A traffic education program for preschool-aged children and children starting school, to be used jointly by parents and teachers, is presented, and the results of an experimental application of the program at three kindergartens are reported. The experimental program was designed to determine the

manner in which the external conditions of training co-operation should be arranged to make co-operation efficient and to determine the guidance needed by parents and teachers in order to carry out their educational tasks. A film and a series of slides were prepared as training aids. It was found that the efficiency of training could be increased, particularly if the behavioral models were first trained by the film or slides and if this instruction was linked with personal training of the child under actual traffic conditions. The 10 situations to be covered were: entrance to street from yard; walking on highway; walking on sidewalk; pedestrian crossing; stopping; looking aside and behind; looking out for automobiles; dangerous spots; tempting actions; and traffic signal lights. The objective of traffic education for this age group is to ensure the child's safe movement from within the limits posed by developmental tasks concerned, such as moving from home to school or playing outside alone. Information given to the parents can help the parents to assess the time at which they can safely allow their child to move alone in traffic. A well-functioning framework for practical co-operation between teachers and parents is essential to the success of the traffic education program outlined. The materials used in the training program (including the contents of each of 69 slides) are described and the process used in the experimental applications are discussed.

by Tapio Nummenmaa; Kaarin Ruuhilehto; Matti Syvanen
 Liikenneturva, Central Organization for Traffic Safety, Iso
 Roobertinkatu 20, 00120 Helsinki 12, Finland
 Rept. No. Liikenneturva-17 ; 1975 ; 64p 1ref

Availability: Corporate author

HS-017 942

THE PEDESTRIAN REVOLUTION. STREETS WITHOUT CARS

The development of improvements in the provision of services and facilities for pedestrians in urban areas is examined. Pedestrian islands and pedestrian districts both provide ways to recapture urban open spaces for human use, and place restrictions on the movement of conventional vehicles within their boundaries. The creation of pedestrian islands involves the conversion of existing street space to pedestrian uses. This may involve sidewalk and roadbed changes, additional landscaping, and the purchase of benches and pedestrian-scale street furniture. The creation of park streets necessitates the elimination of vehicular traffic from existing streets and converting the streets to parks and playgrounds through the addition of plants and trees, play equipment, and places to sit. Pedestrian districts create entirely new walking areas and are not limited to present street patterns. Possible types of pedestrian districts include: thru-block walkways; underground streets; work-residence districts, in which opportunities for both work and residence are within walking distance or mini-vehicle range; development of areas around civic centers as vehicle-free areas; and the development of urban strollways connecting pedestrian islands. Urban bikeways should be developed to encourage the use of this safer and less polluting form of transportation in urban areas. To be safe, a bikeway must be free of conventional vehicles, and it must connect major residential areas with the central business district in order to be convenient. Bicycle rental, storage, and maintenance facilities could be used to encourage the regular use of bicycles for transportation. Other mini-vehicles which could be used in pedestrian areas might include electric passenger tractor-trains, tricycles for adult use as transport and package car-

riars, pedal-powered vehicles, and battery-powered scooters. Suburban cluster developments can be easily designed to have large amounts of open space without increasing land requirements for the development. Local governments should create Departments of Pedestrians, with a Pedestrian Advocate as the head, to be responsible for pedestrian engineering. A Pedestrian Bill of Rights is included.

by Simon Breines; William J. Dean

1974 ; 151p refs

Availability: Vintage Books, New York

HS-017 943

TRAFFIC VIOLATIONS IN RELATION TO DRIVER CHARACTERISTICS AND ACCIDENT FREQUENCY. FINAL REPORT

The relationship between traffic violations and driver characteristics and accident frequency was investigated. Data previously collected on over 14,000 California drivers were examined to determine the interrelationships among violation types, accidents, total convictions, and the variables of sex, age, marital status, occupation, and exposure. Analysis of this data indicated that knowledge of prior violation experience can improve the prediction of future accidents, with different categories of violations useful for males and females. Violations relating to failure to obey laws and regulations and major violations such as hit and run accidents were found to be most effective as predictors for males, while violations related to poor driving practice are better predictors for females. Although violation experience was found to vary with age, sex, marital status, occupation, and exposure, some of this variation may be the result of interactions among these factors. A cost-effectiveness analysis must be performed before the advantages of using prior violation experience to help predict future accidents can be accurately assessed. In addition, the following areas should receive further research and investigatory attention: analysis of the most common violation patterns or combinations that appear on multiple-violation convictions; the effect of selective enforcement procedures on violation patterns appearing on multiple-violation convictions; the relationship between age and the incidence of different violation types; and the factors in marital status that make this variable valuable in the prediction of accidents.

by Albert Burg

University of California, Inst. of Transportation and Traffic Engineering, Los Angeles, Calif. 90024

Rept. No. UCLA-ENG-7455 ; 1974 ; 59p 13refs

Prepared in cooperation with the Federal Hwy. Administration, and supported in part by the California Business and Transportation Agency.

Availability: California Dept. of Transportation, Sacramento, Calif. 95807

HS-017 944

MOTOR CARRIER ACCIDENT INVESTIGATION. MT. ZION BAPTIST CHURCH. ACCIDENT--MAY 30, 1975--MILWAUKEE, WISCONSIN

An investigation of an accident involving a 1966 passenger bus leased by the Mt. Zion Baptist Church of Zion, Illinois, which occurred in Milwaukee, Wisconsin on May 30, 1975, is reported. The bus (traveling at 45 mph) veered out of control, struck a median concrete divider, rebounded across three traf-

fic lanes, and overturned down an embankment on the right side of the roadway killing two persons, injuring 11 persons, and causing 30,000 dollars worth of property damage. The accident investigation revealed that the accident was caused by poor judgment on the part of the bus driver in that he failed to correct a dangerous mechanical condition (the accelerator pedal sticking in the depressed position), passed several opportunities to have it corrected, and continued on the trip with a known defect. The driver attempted to correct the problem by fashioning a loop from a coat hanger and placing it around the accelerator pedal to return it to idling position by hand after being depressed. The use of this makeshift device presented an even more dangerous situation, since the driver had to use one hand to control the loop, leaving only one hand free for steering. His attention was diverted from steering and other driving duties on the dark, rain-wet roadway. The driver lost control of the bus about 4 miles from the point where the accelerator problem was first noticed. The driver's lack of experience and/or mechanical expertise may have contributed to his failure to recognize the dangerous situation confronting him by continuing on his trip and operating an unsafe vehicle during inclement conditions.

Federal Hwy. Administration, Bureau of Motor Carrier Safety, Washington, D.C. 20590

Rept. No. BMCS-75-3 ; 1975 ; 9p

Availability: Corporate author

HS-017 945

CONTINUOUSLY-VARIABLE TRANSMISSIONS

The automatic transmission has finite-step shifts that prevent optimization of the automobile engine in terms of fuel economy and power in operation. A wide-ratio, continuously-variable transmission may permit designs to treat the automobile's propulsion package as a total system in which the engine can produce its power under optimized conditions. Engine size could be significantly reduced, bringing about benefits in weight reduction and fuel economy. The cone roller toroidal drive (CRTD) has been in development for many years and it has reached a state of technical maturity. For automotive use the CRTD ratio design is now twelve to one. The service clutch in the twelve to one CRTD transmission is only required at startup, to bring the vehicle to about 3.5 mph. Actual ratio change of the power rollers is made through individual hydraulic cylinders operating in parallel; these are arranged to support the tangential traction forces on the rollers. Use of the revolution per minute versus torque control provides unique advantages. The point where the programmed revolution per minute versus torque curve crosses the engine horsepower curve at peak power becomes a stable point. Also, the selected control curve predetermines the exact operational condition for all-demand power or throttle conditions. Cars equipped with a CRTD transmission consistently demonstrate faster initial acceleration. The CRTD car will suffer a loss of top speed acceleration, but with the 55-mph national speed limit this is not a serious drawback. Schematics, and performance and efficiency curves for the CRTD are provided.

Publ: *Automotive Engineering* v83 n12 p36-9 (Dec 1975)

1975
Based on SAE-751180, "A Continuously Variable Transmission for Automotive Fuel Economy," by J. H. Kraus, C. E. Kraus, and M. E. Gres, Exceleramic, Inc. For presentation at the SAE South Texas Section Meeting, San Antonio, 28 Jan 1976.

Availability: See publication

HS-017 946

ALTERNATIVE AUTOMOTIVE POWERPLANTS

Over a period of about 18 months, the Jet Propulsion Laboratory (JPL) studied the technologies available for improving the automobile and its powerplant. The automobile will maintain its dominant role in personal transportation. Public transit will, at the most, substitute for 10 to 15% of the automobile driving in the next 10 to 20 years. A major change in automobiles cannot happen overnight, regardless of the amount of money made available. Liquid fuels, natural and/or synthetic, will be used in cars at least to the end of this century. The materials can be obtained for the construction of the heat-engine-powered automobiles. The financial resources required for conversion to vehicles with alternate engines would be readily available in the U.S. economy. Pollutant emissions must be more stringently controlled. Automobiles with catalytically controlled Otto-cycle engines do not need to give up fuel economy to comply with the strictest emission standards. The JPL study recommends: the implementation of design changes in the car itself to reduce fuel consumption; the development of two promising engines, the Brayton and the Stirling, until one or both can be mass produced; and the further development of the conventional Otto-cycle engine. The powerplants that were evaluated include: the uniform-combustion Otto engine, a stratified charge Otto, the diesel, the Brayton, the Ranckine, the Stirling, and various hybrid.

Publ: *Automotive Engineering* v83 n12 p18-23, 57 (Dec 1975)
1975

Availability: See publication

HS-800 755

DRUG ABUSE AND DRIVING PERFORMANCE. VOL. 2, APPENDICES B THROUGH F. FINAL REPORT

Tabulated data on 1562 methadone maintenance patients in New York, and a control group of 1059 non-addicted people, relating to their driving records, is provided. Row data is converted into frequency tabulations. Each variable is defined at the top of the table and designated as either a row or column variable. Descriptions which include the word "abstract" or its abbreviation designate accident and violation data derived from the New York State Department of Motor Vehicles files. All variables without this designation or including the word "interview" (or "INTER.") in their label represent interview data, either direct responses to simple questions or a combination of the answers to two or more questions. The following time period designations are used: pre-drug (time before subject abused any drugs); non-heroin (during the time of abuse of non-opiate drugs); heroin (while using heroin, morphine or opium); and methadone (time of enrollment in a methadone maintenance treatment program).

by Richard D. Blomberg; David F. Preusser
Dunlap and Assoc., Inc., One Parkland Drive, Darien, Conn.
06820
Contract DOT-HS-099-1-184
Rept. No. ED-72-23 1972 ; 289p
Rept. for 30 Jun 1971-31 Oct 1972. Vol. 1 is HS-800 754.
Availability: NHTSA

HS-801 052

CRASH INJURY REDUCTION AND POST-CRASH FACTORS EVALUATIONS. FORD ESV'S-FORTY MPH, FIFTY-MPH, AND LOW-SPEED BARRIER IMPACTS. FINAL REPORT

The results of front and rear low-speed bumper tests and 40 and 50 mph frontal flat-barrier tests conducted on two Ford Experimental Safety Vehicles are presented. Vehicle damage was evaluated for the low-speed impacts and occupant (dummy) and structural response were determined for the front barrier tests. Post-crash factors evaluations were also performed to evaluate rescue and emergency egress. Each vehicle was equipped with five anthropometric dummies (three rear, and two front seat) and was instrumented with accelerometers, microphones, pressure transducers, and other devices. Eighteen high-speed cameras were utilized for crash recording: 11 for vehicle dynamics and 7 for dummy dynamics. The two vehicles both had elaborate energy absorbing structures (a corrugated collapse apron, and front and center rail energy absorbers) and both were equipped with front and rear air bag restraint systems. The front and rear bumper systems functioned as designed (little or no damage at 10 mph). In the 40 mph front barrier test the residual crush was 23.4 inches, the dynamic crush was 33.2 inches, and the occupant compartment intrusion was 0.5 inch. Average acceleration calculated from the impact speed and displacement equaled 18.7 G. All dummies were found in an upright position and head and chest injury criteria were not exceeded. Both rear doors were opened easily and both front doors were opened with moderate effort using a crowbar after the test. In the 50 mph test: residual crush was 33 inches, dynamic crush was 43.7 inches and occupant compartment intrusion was 5 inches; the rear air bag suffered a seam failure causing a failure in the front seat from rear occupant loading; none of the dummies met all occupant injury criteria; and all four doors were jammed shut. Head, chest, and pelvis accelerations severity index, and femur loads are tabulated by seating position. Impact data are shown for the involved vehicles, and photographs of vehicle damage are included.

Ultrasystems, Inc., Dynamic Science Div., 1850 West Pinnacle Peak Rd., Phoenix, Ariz. 85027
Contract DOT-HS-046-2-468
Rept. No. 2310-73-116 ; 1974 ; 222p
Report for Apr-Jun 1973.
Availability: NTIS

HS-801 125

DRIVER IMPROVEMENT TRAINING AND EVALUATION. FINAL REPORT

A total of 3,266 young male United States Coast Guard recruits (17-25 years of age) were included in a 30-month study to determine the driving-behavior-improvement potential of driver training programs and to identify which training method--classroom and driving range training, classroom-only training, or range-only training--is most effective. The conceptual model developed was comprised of five sequential functions: diagnosis; assignment to training; conduct of training; evaluation through intermediate criteria measures of driving attitude, knowledge, and skills; and evaluation through ultimate criteria measures of violations and accidents. The data collection instruments used are described: baseline instruments (driving history and biographical questionnaires and psychological tests); intermediate criteria measures (attitude, knowledge,

and driving range tests); and ultimate criteria measures (behavioral questionnaires and follow-up analysis of post-training driving records). While pre-test data revealed no significant differences between the experimental (those involved in some form of training) and control groups, analysis of the post-test data indicated that the experimental groups performed significantly better on the driver knowledge test and on the driving range test than the control groups.

by John A. Whittenburg; Robin S. McBride; Richard F. Pain; Gail L. Baker
 American Univ., Devel. Education and Training Res. Inst.,
 2139 Wisconsin Ave., N.W., Washington, D.C. 20007
 Contract DOT-HS-133-1-200
 1974 ; 446p refs
 Report for Jun 1972-Jun 1973.
 Availability: NTIS

HS-801 382

PERISCOPE DEVICE FIELD EVALUATION BY GOVERNMENT DRIVERS

A nationwide field study of a periscope device installed on 50 government cars, conducted over an 18 month period beginning in October 1971, is reported. The ten field test sites were: Boston, Massachusetts; Washington, D.C.; Cape Kennedy, Florida; Detroit, Michigan; Duluth, Minnesota; Kansas City, Missouri; Albuquerque, New Mexico; Los Angeles, California; Salt Lake City, Utah; and Seattle, Washington. The 3-mirror, over-the-top viewing system was evaluated by 726 federal employees over one-third of a million miles. The drivers were predominantly male and about 45% of those who returned the test questionnaires that were sent out were 40 years old or older. From questionnaire response analysis it is concluded that: in general, the periscope design was well received, and the longer the device was used the better it was liked; most negative comments were concerned with view limitations caused by adverse weather conditions; drivers liked the increased information about the rearward traffic scene; and there appears to be no reason why the driving public could not adapt to and effectively use a periscope device.

by Charles H. Kaehn
 National Hwy. Traffic Safety Administration, Office of Crash Avoidance, Washington, D.C.
 1975 ; 12p 4refs
 Availability: Corporate author

HS-801 708

ALCOHOL SAFETY ACTION PROJECTS EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 6: EVALUATION OF THE PUBLIC INFORMATION AND EDUCATION COUNTERMEASURE ACTIVITIES

The public information and educational activities of the Alcohol Safety Action Projects (ASAP) are evaluated in terms of objectives and results. Objectives of the public information and educational efforts during the third year of ASAP operation include: the dissemination of knowledge about the ASAP program and about the effects of alcohol on driving and traffic safety; the development of responsible public attitudes toward the problems of drinking and driving; the stimulation of behavior patterns rejecting mixing alcohol and driving; the development of public support for ASAP programs; and the

management of media programs and other educational efforts directed at these problems. Target audiences which have been selected by various ASAP projects include: bar patrons; package store patrons; legislatures; police; physicians; and youth. Creative strategies used in the public information programs have included the use of fear, humor, endorsements, situational formats, and hostess packages for publicizing the problem. Community support for ASAP programs has come from businesses, churches, volunteers, and civic groups. Household surveys and roadside surveys have been used to evaluate the public information and educational effort. Examples of public information campaigns conducted by several ASAP projects are included. It is concluded that the evaluation of ASAP public information and education efforts indicates that they have achieved a significant impact in making positive changes on knowledge, behavior, and attitudes with regard to alcohol and driving questions. The greatest success has been achieved in the area of providing accurate information about the causes, severity, and consequences of the alcohol/driving problem. An example of a communications plan submitted by the Washtenaw County, Michigan, ASAP, and aggregate data from ASAP household survey core questions used in evaluating information and educational efforts are appended.

National Hwy. Traffic Safety Administration, Washington, D.C.
 1975 ; 62p 5refs
 Ch. 1 is HS-801 726; ch. 2 is HS-801 727; ch. 3 is HS-801 709; ch. 4 is HS-801 728; and ch. 5 is HS-801 729.
 Availability: NHTSA

HS-801 709

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 3: EVALUATION OF THE JUDICIAL AND LEGISLATIVE COUNTERMEASURE ACTIVITIES

The judicial and legislative countermeasure activities included in the Alcohol Safety Action Projects (ASAP) are discussed. The overall objectives of these activities are to: inform the participants in the criminal justice system of the extent and nature of the drinking and driving problem; obtain the active support and participation of judges and prosecutors at the ASAP sites; assist in the development of a rapid and efficient processing system for drinking and driving cases that insures a high rate of convictions and protects the constitutional rights of each defendant; and assist the courts and prosecutors by providing resources and expertise to assist them in identifying the drinking status of persons convicted of driving while under the influence (DUI's) and referring them to appropriate rehabilitation programs. To achieve these goals, ASAPs took the following steps: obtained the cooperation of judges and prosecutors; achieved increased flexibility in sentencing; simplified evidence requirements; achieved support for and provided assistance in presentence investigations; identified and assisted referral agencies; effected the use of rehabilitation and retraining facilities; and secured community support for court and court officials. All of the 29 presently existing ASAP's have been openly engaged in promoting the passage of alcohol and drug legislation by their respective state legislatures that will best serve the interests of the ASAP concept. Punitive sanctions have been used both to encourage participation in rehabilitation programs and to deter drunk driving. The judicial activities of ASAP's are evaluated by the proportion

of the total adjudicated DUI cases having satisfactory outcomes. A disposition was considered satisfactory if: it provided an incentive for participation in a rehabilitation program; it had a deterrent effect on the subsequent drinking-driving behavior of social drinkers; and the alcohol related offense was placed on the individual's driving record. Information from 24 ASAP sites indicates that while all sites except one showed an increase in the percentage of alcohol-related arrests, several experienced decreases in conviction rates and/or dismissal rates. All 24 sites had some arrestees entering a rehabilitation program and conducted presentence investigations on from 4 to 100% of them.

National Hwy. Traffic Safety Administration, Washington, D.C.

1975 ; 40p

Ch. 1 and 2 are HS-801 726 and 801 727; ch. 4 and 5 are HS-801 728 and 801 729; and ch. 6 is HS-801 708.

Availability: NHTSA

HS-801 725

**TRAFFIC SAFETY PROGRAMS CONTRACTS.
RESEARCH AND DEVELOPMENT,
DEMONSTRATIONS, MANPOWER DEVELOPMENT.
FY 1975-FY 1976**

A listing of traffic safety program contracts granted by the National Highway Traffic Safety Administration for fiscal year 1975-76 is presented. Information presented for each contract includes: the program code; the title of the contract; the name of the contract technical manager; the amount; the expected date of completion; and a brief summary of the purpose of the contract. Research and development contracts have been grouped into the following subject categories: alcohol; drugs; pedestrian and bicyclist safety; seat belt usage; driver education; driver licensing; motorcycle/bicycle; safety driving conformance; accident investigation; mathematical analysis; information and data systems; and vehicles in use. Contracts for demonstrations include: alcohol safety action projects; advanced countermeasure experiments; advanced countermeasure support; alcohol public education; traffic enforcement; driver programs; systems operations; pedestrian and motorcycle safety; emergency medical services; National Driver Register; state records and information systems; and Highway Safety Act studies. Manpower development contracts involve the development of training materials and programs for court personnel, emergency medical service program administrators, accident investigators, highway safety officials, driver education instructors, persons involved in probation diagnosis and referral, police, and others.

National Hwy. Traffic Safety Administration.

1975 ; 67p

Availability: NHTSA

HS-801 726

**ALCOHOL SAFETY ACTION PROJECTS.
EVALUATION OF OPERATIONS--1974. VOL. 2:
DETAILED ANALYSIS. CH. 1: ASAP PROGRAM
EVALUATION METHODOLOGY AND OVERALL
PROGRAM IMPACT**

Problems associated with the ultimate Alcohol Safety Action Project (ASAP) impact can be divided into three general categories: validity of criterion measures to be used to mea-

sure the impact; appropriate evaluation design selected; and appropriateness of the statistical tests used for hypothesis testing. The key problem involved in evaluating the validity of criterion measures is the isolation of a valid measure of the alcohol involvement in crashes. The measures generally available for this purpose have been: the blood alcohol concentration of fatally injured drivers; the judgment of the police officer investigating the accident that the driver was impaired by alcohol; and the time of day at which the accident occurred. An adequate research plan to evaluate the overall impact of the ASAP must be designed to reject all alternate hypotheses for a downward trend in accidents. Interrupted time series analysis techniques and simultaneous time series analysis can be used to determine the ultimate impact at either the project or program level, eliminating most threats to the validity of the pretest-posttest research design. Determination of the effectiveness of individual countermeasures and assessment of the project impact involves: assessment of the changes in ultimate performance measures; assessment of changes in proxy measures of project impact; cost effectiveness of the ASAP project; and a comparison of the profiles of fatally injured drivers and driving while intoxicated (DWI) arrests by ASAP patrols. Summaries of the results of 29 individual ASAP projects at the local, regional, and state level, as reported in the analytic studies by the sites themselves, are included. Since most alcohol related accidents occur in the evening and night hours, it is felt that fatal night crash data can be used as a valid measure of project or program impact. For the average of the baseline period, it appears that daytime fatal crashes were up about 1% while night fatal crashes were down about 2%. An analysis of total fatal crash differences for the 29 projects for the two operational years shows that night fatal crash differences for the latest baseline year were down 111 while day fatal crashes were up 64. Comparison of the blood alcohol concentrations of drivers tested during roadside surveys conducted at several of the ASAP project sites indicated that the ASAP program has had an impact on the social drinker-driver, but has had very little impact on the drinking driver who drives at blood alcohol concentrations greater than 0.10.

National Hwy. Traffic Safety Administration, Washington, D.C.

1975 ; 50p 4refs

Ch. 2 is HS-801 727; ch. 3 is HS-801 709; ch. 4 is HS-801 728; ch. 5 is HS-801 729; and ch. 6 is HS-801 708.

Availability: NHTSA

HS-801 727

**ALCOHOL SAFETY ACTION PROJECTS.
EVALUATION OF OPERATIONS--1974. VOL. 2:
DETAILED ANALYSIS. CH. 2: EVALUATION OF
THE ENFORCEMENT COUNTERMEASURES
ACTIVITIES**

Enforcement of driving under the influence (DUI) laws constitutes the input factor of the Alcohol Safety Action Plan (ASAP) system concept, whose goals are to identify, apprehend, and channel offenders into the judicial system and to optimize the level of effort directed at this activity in order to instill a high perception of risk of being apprehended in potential drinking drivers. The ASAP concept places the highest priority on increasing the arrest rate. In most ASAP projects special enforcement task forces have been instituted to patrol at peak drinking-driving periods. Attempts have also been made to increase the arrest rate for DUI offenses. The major objective of the enforcement countermeasure is to increase detection

tion and apprehension for alcohol-related traffic offenses, which are defined to include: driving while under the influence of alcohol; driving with a blood alcohol concentration (BAC) of 0.10 or more; and driving while ability is impaired by alcohol. Other objectives of the countermeasure are to improve the conviction rate for alcohol-related offenses and to improve the detection and apprehension rate of those drivers who are operating vehicles when their driving privileges have been suspended due to an alcohol-related traffic offense. Personnel assignments, patrol strategies, arrest procedures, and special equipment used in the enforcement procedures used by the ASAP's are described. Summaries of the enforcement activities at each of the 30 ASAP projects are presented. It is concluded that no simple relationship between enforcement and accidents has been established in the ASAP projects. In several instances, fourfold and fivefold increases in arrests have not been able to have an impact on the crash level. One possible explanation is that the target population has not yet perceived the increased chances of driving while intoxicated. While a few projects have been able to detect an increase in the population's fear of arrest, this has generally been associated with a concentrated public information effort. Another possible explanation is that the new enforcement levels, although at an all time high, are still below the threshold needed to directly have an impact on accidents.

National Hwy. Traffic Safety Administration, Washington, D.C.

1975 ; 51p

Ch. 1 is HS-801 726; ch. 3 is HS-801 709; ch. 4 and 5 are HS-801 728 and 801 729; and ch. 6 is HS-801 708.

Availability: NHTSA

HS-801 728

**ALCOHOL SAFETY ACTION PROJECTS.
EVALUATION OF OPERATIONS--1974. VOL. 2:
DETAILED ANALYSIS. CH. 4: EVALUATION OF
THE PRESENTENCE INVESTIGATION AND
PROBATION COUNTERMEASURE ACTIVITIES**

The presentence investigation (PSI) and probation countermeasure activities of the Alcohol Safety Action Projects (ASAP) are evaluated. The ultimate product of PSI is a recommended disposition for each offender, ranging from traditional penal sanctions to the most intensive rehabilitative treatment available. Presentence investigation involves the use of the previous recorded history of the driver, medical and/or psychological symptoms of problem drinking, and self-report information. All of the ASAP projects perform some type of evaluation of the offender's drinking problems and all use the information as a basis for reporting the individual for further treatment. ASAP probation officers are responsible for maintaining follow-up contact with offenders placed on probation by the courts. Evaluation of the effectiveness of PSI involves analysis of the volume of PSI activity; presentence investigations as a function of arrests and convictions; the validity of drinker classification, court cooperation, and costs for the program. Data are presented on the PSI activities of several ASAP projects. The most valid and efficient PSI tools are: the Mortimer Filkins test score, which involves use of an interview and a questionnaire; blood alcohol concentration at the time of arrest; and driver and arrest records. It appears that the point at which the PSI takes place in the adjudication process is not as important as that the information obtained be used to make the most appropriate disposition of the case.

National Hwy. Traffic Safety Administration, Washington, D.C.
1975 ; 22p 27refs
Ch. 1 and 2 are HS-801 726 and HS-801 727; ch. 3 is HS-801 709; ch. 5 is HS-801 729; and ch. 6 is HS-801 708.
Availability: NHTSA

HS-801 736

**NONDESTRUCTIVE TESTING SYSTEM FOR
RETREADS. FINAL REPORT**

An air-coupled through-transmission ultrasonic inspection system for finding anomalies in tire casings is described. Descriptions of components, characteristics, functions, installation, operation, and maintenance for the system are provided. A tabular listing of the component parts of various circuit boards, frames, and chassis for the system and relevant photographs are included. The system is described in sufficient detail to permit its reproduction by a reasonably competent electronics manufacturer.

by Henry H. Bessler; Stephen N. Bobo; Manuel J. Lourenco; William R. Wade
Department of Transportation, Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142
Rept. No. DOT-TSC-NHTSA-75-4 ; 1975 ; 92p
Report for Jul 1974-Oct 1975.
Availability: NTIS

HS-801 740

**MOTOR VEHICLE SAFETY DEFECT RECALL
CAMPAIGNS REPORTED TO THE NATIONAL
HIGHWAY TRAFFIC SAFETY ADMINISTRATION
BY DOMESTIC AND FOREIGN VEHICLE
MANUFACTURERS, JULY 1 1975 TO SEPTEMBER
30, 1975**

This tabulation of safety defect recall campaigns includes the make and model, model year, description of the defect requiring manufacturer's corrective action, number of vehicles recalled, date of notification, and identification number. Automobiles, trucks, buses, trailers, tractors, motor homes, wheels, motorcycles, engines, fire engines, ambulances, tires, axles, and braking systems are included. The status of domestic and foreign campaigns completed as of September 30 is also given.

National Hwy. Traffic Safety Administration, Washington, D.C.
1975 ; 41p
Availability: AV: NTIS; GPO

HS-801 748

**TEST EVALUATION OF THIOKOL INFLATORS FOR
AIR CUSHION RESTRAINT SYSTEMS. FINAL
REPORT**

The original equipment inflators were removed from both the driver and passenger air cushion restraint systems of four 1975 Oldsmobile 98's. Pyrotechnic inflators built by the Thiokol Corporation were installed in their place. Three of the automobiles (instrumented with accelerometers and pressure transducers) were then subjected to fixed barrier crash tests at speeds

of 35-40 mph. Injury levels were determined on 50th percentile dummies (instrumented with accelerometers and femur load cells) occupying the front seats, and compared with the injury criteria of Federal Motor Vehicle Safety Standard (FMVSS) 208. A 6-year-old child dummy (instrumented with accelerometers) was placed out-of-position on the front passenger seat of the fourth automobile and the bag was statically deployed. Injury levels were determined for the child dummy and compared with the criteria of FMVSS 208. Six 16 millimeter high-speed cameras were located on and around the impact barrier facility, as well as inside the vehicle, to provide total viewing of the vehicle impact, and data on dummy retention within the vehicle. Although the test sample size was small, the Thiokol pyrotechnic inflator air cushion restraint system appears to offer an increase in crash protection especially at higher impact speeds.

by E. Enserink
 Ultratechnics, Inc., Dynamic Science Div., 1850 West Pinnacle
 Peak Rd., Phoenix, Ariz. 85027
 Contract DOT-HS-5-01104
 Rept. No. 3942-75-159 ; 1975 ; 205p
 Report for Apr 1975-Oct 1975.
 Availability: NTIS

HS-801 753

**INVESTIGATION OF TEST PARAMETERS
 AFFECTING FLEXION PROPERTIES OF PART 572
 DUMMY NECK, LUMBAR SPINE, AND ABDOMEN.
 FINAL REPORT**

The results of tests conducted to investigate the rate dependency of abdomen and lumbar calibration tests as specified by Federal Motor Vehicle Safety Standard (FMVSS) 208 are presented. Neck flexure tests were performed with 20 different necks, head skins, and centers of gravity to determine the extent to which neck skin to pendulum contact affects neck flexion performance. Lumbar spine flexion tests included flexion of the lumbar spine at constant application rates of 1 degree per second, 3 degrees per second, and 6 degrees per second, then holding at maximum flexion for 10 seconds and releasing. Abdomen flexion tests include constant deflection rates at .05, .1, and .3 inch per second. Six 50th percentile male dummies were used. Photographs of the test equipment are provided. Recommendations for changes in the test procedures specified in Part 572 of the Code of Federal Regulations are presented.

by E. Enserink; C. Bonelli
 Ultratechnics, Inc., Dynamic Science Div., 1850 West Pinnacle
 Peak Rd., Phoenix, Ariz. 85027
 Contract NHTSA-5-1538
 Rept. No. 6910-75-68 ; 1975 ; 74p
 Report for Sep 1974-May 1975.
 Availability: NTIS

HS-801 754

**ANTHROPOMORPHIC DUMMY POSITIONING
 REPEATABILITY, AND STABILITY TESTS. FINAL
 REPORT**

The part 572 (50th percentile male) anthropomorphic dummy was used to evaluate the performance of automobile passive restraint system built to meet the requirements of Federal Motor Vehicle Safety Standard (FMVSS) 208. The vehicles

designs being produced. Two dummies from each of three manufacturers were used. Repeatability tests, consisting of positioning the dummy in the vehicle and recording the pertinent dimensions which define the position, and stability tests, placing the dummy in the vehicle, recording its position, accelerating the vehicle at 0.25 to 0.50 G to 30 mph, slowing it to a stop, and measuring the position shift due to vehicle motion, were conducted. In the stability testing, 54 acceleration runs were made using nine vehicles with six runs per vehicle. Vehicle propulsion was provided by two 390 cubic inch V-8 engines driving a winch system. A block diagram of the acceleration run instrumentation system is provided. Dummy positioning fixtures included a hoist, a load applicator, and a point measurement gauge. Positioning procedures are discussed and photographs are provided. Testing results enable a dummy positioning procedure which increases stability and provides for more definitive placement in different size vehicles to be recommended.

by C. Bonelli; E. Enserink
 Ultratechnics, Inc., Dynamic Science Div., 1850 West Pinnacle
 Peak Rd., Phoenix, Ariz. 85027
 Contract DOT-HS-046-5-1030
 Rept. No. 6510-75-98 ; 1975 ; 124p
 Rept. for Dec 1974-Mar 1975.
 Availability: NTIS

HS-801 758

**FIELD OF VIEW WITH AND WITHOUT
 MOTORCYCLE HELMETS. FINAL TECHNICAL
 REPORT**

The total field of view for 19 experienced motorcyclists (18 male, 1 female) at 10 angular positions was obtained by moving a target along a circular perimeter and recording the angle at which it was first perceived. A four foot radius perimeter device, made from welded rolled aluminum sections and extending 127° from the center of rotation, was used. The seat structure provided for adjustable subject height and chin support. The target that the subjects observed entering their field of view was a white dot on a block trolley device. All subjects were tested with no helmet, two full coverage helmet models, two full facial coverage helmet models, and goggles. Photographs of the entire test apparatus with seated subjects are provided. It was found that: along the horizontal plane, visual restriction was less than 3% with full coverage helmets as compared to no helmet; the full facial coverage helmets produced 7.3% and 21.9% lateral field reduction; the helmet with the large restriction was a "worst case" helmet representing a small percentage of helmet sales and typically used in off-street situations; and lateral vision with goggles was about equivalent to that achieved by the most restrictive helmet.

by Stephen Gordon; James Prince
 National Hwy. Traffic Safety Administration, Safety Res.
 Lab., 6501 Lafayette Ave. Bldg. 2, Riverdale, Md. 20840
 1975 ; 27p
 Rept. for Jul-Oct 1975.
 Availability: NTIS

HS-801 759

EFFECT OF SAFETY HELMETS ON AUDITORY CAPABILITY

The phenomenon of hearing is examined to show that motorcycle helmets do not reduce auditory capability to a level unsafe for driving. The noise generated by the motorcycle itself (or wind, at higher speeds) is so great that any sound loud enough to penetrate this noise is loud enough to be heard inside a helmet. Basic human auditory capability and the direct effect of helmets on the auditory threshold are discussed. The effect of ambient noise on the auditory performance is also analyzed. Graphs are provided for: human auditory sensitivity to sounds of different frequencies; a comparison of average sound attenuation characteristics of automobiles (windows up) and protective helmets; a comparison of age-related heavy loss (ages 46-55) and temporary hearing loss from wearing protective helmets; the auditory threshold for the 46-55 age group with and without protective helmets; a comparison of motorcycle noise at various speeds and auditory threshold of 46-55 age group with and without helmets; illustrations of the masking of an automobile horn and a siren by motorcycle noise; and horn audibility inside a passenger car. It is concluded that: safety helmets have an inconsequential auditory effect because they reduce the loudness of both the sound of interest and the motorcycle noise by an equal amount and hence do not alter the signal-to-noise ratio between the two; and a helmeted motorcycle rider can hear a sound of interest about as well as a person in an automobile with the windows closed.

by Robert L. Henderson
 National Hwy. Traffic Safety Administration, Office of Driver and Pedestrian Res.
 1975 ; 18p 3refs
 Availability: NHTSA

HS-801 766

THE DRIVER EDUCATION EVALUATION PROGRAM (DEEP) STUDY. A REPORT TO THE CONGRESS

The National Highway Traffic Safety Administration (NHTSA) has taken the position that a quality High School Driver Education (HSDE) program is capable of a 10-15% effect in terms of reducing the probability of crash involvement among persons exposed to it. The process of evaluating the driver education programs, the Driver Education Evaluation Program (DEEP), is reported in detail. The potential target groups for driver education efforts, their contribution to highway crashes, and the particular problem characteristics of each group are discussed: young drivers, male and female, and their crash records and problems; elderly drivers; motorcycle operators; problem and near-problem drivers; drinking drivers; and all drivers. A brief description of the implementation history of HSDE programs and a summary of past attempts to evaluate such efforts are provided. Major problems involved in the evaluation of HSDE programs are discussed and major non-NHTSA driver education activities (for adult, elderly, drinking, and handicapped drivers) are reported. NHTSA's efforts within the HSDE area and the broader traffic safety education area are described. Findings and recommendations for future efforts in these areas covering both evaluation program development efforts for both NHTSA and state programs are presented.

National Hwy. Traffic Safety Administration

1975 ; 104p 149refs

Availability: NHTSA

HS-801 767

RESEARCH SAFETY VEHICLE (RSV). PHASE II. STATUS REPORT NO. 2, 16 SEPTEMBER TO 16 NOVEMBER 1975

The progress in development of a research safety vehicle (RSV) by Calspan Corporation for the National Highway Traffic Safety Administration is reported at a time when the structural design in support of the initial crush test series is 90% complete. Revisions in the front structural force-deflection properties have been investigated relative to structure and restraint system performance. Preliminary vehicle-to-vehicle impact simulation results using static crush data are compared to crash test data, and pedestrian impact simulations are reported. Details of rear structural design and studies of vehicle ride, steering geometry, and handling characteristics are discussed. Extensive occupant model simulations were performed and both the advanced belt airbag simulations provided encouraging results in relation to the performance expectations of the RSV. Both crush and crash tests were performed: two side crush tests where loading was above the sill in one case and completely engaged the sill in the other; and 40 mph frontal off-set and two vehicle-to-vehicle side impacts. The major areas of the producibility effort are discussed: general analysis of domestic and worldwide material resources; preliminary analysis of the impact an RSV would have on these resources; and determination of the recycling potential for the RSV.

Calspan Corp.
 Contract DOT-HS-5-01214
 Rept. No. PR-2 ; 1975 ; 125p refs
 Availability: Reference copy only

HS-801 768

ADVANCED PASSIVE RESTRAINT SYSTEM FOR SUBCOMPACT SIZE VEHICLE FRONT SEAT PASSENGERS. PROGRESS REPORT NO. 16, 6 OCTOBER 1975 TO 2 NOVEMBER 1975

A final sled test series (16 runs) in the development of an advanced passive restraint system for subcompact size vehicle front seat passengers is reported. The adult dummy size, 5th percentile female, and 50th and 95th percentile male, were tested in the normal seated position at 42 and 48 mph and the 6 year old child size was tested in the forward position, statistically, at 32 and 48 mph. The child dummy was also tested in the normal seated position at 32 mph and 48 mph. All tests were conducted at a zero degree impact angle. Detailed results of the tests and photographs of the runs are presented. It was found that: from the static test results the system can be expected to function (for the 50th percentile male dummy) regardless of the deployment angle or bag stowage used; the plus 10 degree deployment angle was the best system condition for the 6 year old child size dummy; forward position child results were significantly improved with the bag deployed all-down; windshield contact was an acceptable condition of the system; adequate restraint for the 95th percentile male dummy was provided to 43 or 44 mph; for the 5th percentile female a velocity capacity of 48 mph was shown; the child results in the forward position were excellent at all velocities.

conditions; and in the normally seated position child results were well within injury criterion limits at 32 mph but not at 47 mph.

by David J. Romeo
 Calspan Corp., P.O. Box 235, Buffalo, N.Y. 14221
 Contract DOT-HS-4-00972
 Rept. No. PR-16 ; 1975 ; 15p
 Availability: Reference copy only

HS-801 769

DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS: VOLUME I. THE STATE-OF-THE-ART IN DRIVER PROBLEM DIAGNOSIS. FINAL REPORT

A review of traffic safety literature was conducted to evaluate the potential of assessment techniques for identifying driver problems with the ultimate objective of providing operational assessors with techniques useful for such identification. The state-of-the-art review was organized by levels of observation: Level I was defined as assessment primarily available from a driver licensing file; Level II included data from other agencies; and Level III contained information directly obtainable from the driver. Each level was further divided by conceptual area: performance, biographical, psychological/social/attitude, medical/physiological, and exposure. A critical analysis of the research literature identified several inherent methodological problems which make it difficult to draw firm conclusions on the utility of techniques. Level I data sources were demonstrated to have the greatest current utility for diagnostic assessment in an operational setting, based on the relatively inexpensive means of data retrieval and the consistency of significant predictors found at this level. A prototype model based on an assimilation of the research reviewed was developed to provide guidelines for assessment in operational settings.

by Robin S. McBride; Kenneth W. Stroad, Jr.
 Human Resources Research Organization, 300 North Washington St., Alexandria, Va. 22314
 Contract DOT-HS-4-01015
 Rept. No. HumRRO FR-ED-75-21-Vol-1 ; 1975 ; 412p refs
 Rept. for 28 Jun 1974-31 Aug 1975. Vol. 1 is HS-801 770.
 Availability: NTIS

HS-801 770

DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS: VOL. 2. ASSESSMENT TECHNIQUES FOR OPERATIONAL USERS. FINAL REPORT

A state-of-the-art literature review was conducted to identify diagnostic assessment techniques for identifying driver problems. Current systems generally employ some variation of "point count" or other criteria to define a driver as a problem or negligent. However, such an approach does not address the specific problems of the driver, nor does it provide guidelines for directing the driver to some form of treatment. A prototype model assessment system, based on the most useful techniques found in the research reviewed, was developed to provide these guidelines for assessment in operational settings. A critical analysis of the literature identified several inherent methodological problems which make it difficult to draw firm conclusions on the utility of various techniques. The literature on the assessment of driver problems has demonstrated that although numerous variables are related to driving performance, overall prediction is nevertheless limited. As a tool,

the diagnostic assessment process consists of collecting information which may eventually be used to direct a driver to some form of rehabilitative effort or to impose some form of sanction. A diagnostic approach should be flexible enough to be useful to a judge or driver improvement analyst with limited resources, yet should contain provisions for more in-depth assessment. The primary components of the proposed diagnostic assessment model are: the driver profile, which is a data collection instrument; scoring keys for the driver profile; a problem assessment guide, which enables determination of the type and extent of driver problem based on the scored responses; and a potential countermeasure assignment guide, which allows selection of the most appropriate treatment. With adequate resources, diagnostic assessment of driving problems can be implemented in any driver control setting. All state licensing agencies currently have the potential to conduct diagnostic assessment. Scoring keys and driver problem assessment guides for various age groups (both sexes) are appended.

by Robin S. McBride; Kenneth W. Stroad, Jr.
 Human Resources Res. Organization (HumRRO) 300 North Washington St., Alexandria, Va. 22314
 Contract DOT-HS-4-01015
 Rept. No. HumRRO-FR-ED-75-21-Vol-2 ; 1975 ; 186p 18refs
 Report for 28 Jun 1974-31 Aug 1975. Vol. 1 is HS-801 769.
 Availability: NTIS as PB-247 749

HS-801 774

MATERIALS DEVELOPMENT FOR LEGISLATORS' SEMINAR IN ALCOHOL AND HIGHWAY SAFETY. FINAL REPORT

An instructional seminar on alcohol and highway safety for state and local legislators has been developed, tested, and evaluated. A materials package designed for use in these seminars includes an Administrator's Guide, an Instructor's Guide, and a Participant's Manual. Two official pilot tests of the materials were conducted: a seminar in Maryland attended by seven legislators and a seminar in Iowa attended by 14 persons. Positive reactions by the participants in each of these seminars indicated that the project was successful in raising the legislators' consciousness of the alcohol/highway safety problem. More than half of all attending legislators stated that they would sponsor the package of laws projected in the 1972 proposed Standard No. 8. It is concluded that the seminar, as presently conceived, is the most effective way to communicate alcohol and highway safety information to state legislators. The Administrator's Guide outlines preparations and scheduling which are critical to seminar success. The use of a state-level agency director as host and the recruitment of "champions" in each legislative house is an absolute requirement. An optimal group of participants consists of 10 to 12 persons, but up to 18 legislators can be accommodated if the instructor is skilled in group dynamics techniques. The Instructor's Guide lists the qualifications which the seminar instructors must possess to carry out the tasks required in the seminar. It is recommended that some mechanism be instituted to obtain feedback from the states who choose to use the legislators' seminar package. Copies of the legislator questionnaire and the seminar evaluation form and a state-by-state listing of alcohol/highway safety legislation are appended.

by Margaret W. Nesbitt
 Applied Science Associates, Inc., P.O. Box 158, Valencia, Pa.
 16059
 Contract DOT-HS-4-00985
 1975 ; 88p
 Report for Jun 1974-Sep 1975.
 Availability: NTIS

HS-801 777

RESEARCH SAFETY VEHICLE (RSV). PHASE 2. BI-MONTHLY PROGRESS REPORT NO. 2, SEPTEMBER 17, 1975 TO NOVEMBER 16, 1975

Full scale crash testing to date of this Research Safety Vehicle (RSV) has consisted of frontal barrier tests and side pole tests. Excessive intrusion into the passenger compartment occurred in the side pole tests. Two inflators for the restraint of the right front passenger have been fabricated and tested by static firings in a constant volume tank. A new steering column concept in which the energy absorption is accomplished via the roller tape mechanism, which involves pulling metal tape across a series of rollers which plastically deform the tape, has been fabricated for sled test purposes. The restraint system presently under development for the RSV right front passenger relies on the stroke of the airbag and forces limited stroking dash to absorb the kinetic energy of the passenger in frontal and frontal oblique impacts. Four sled tests have been conducted with the sled configuration of the driver restraint system using 50th percentile male driver surrogates in a simulated 50 mph frontal collision. Two sled tests have been conducted with the right front passenger restraint system using a 50th percentile humanoid dummy and a sled velocity of 39 mph. Computer simulations of sled testing of the rear seat restraint system have been conducted. Construction of a static crusher has been completed and a facility for testing two-car impact collisions is being constructed. The equipment of this latter test facility consists mainly of the crash pad and pit area, flanked by two 600 foot runways, each with a guide beam and tow system for vehicle to vehicle crash tests. Barrier impact capability will also be provided at this facility.

Minicars, Inc., 35 La Patera Lane, Goleta, Calif. 93017
 Contract DOT-HS-5-01215
 1975 ; 349p
 Rept. no. 1 is HS-801 778.
 Availability: Reference copy only

HS-801 778

RESEARCH SAFETY VEHICLE (RSV). PHASE 2. BI-MONTHLY PROGRESS REPORT NO. 1, JULY 16, 1975 TO SEPTEMBER 16, 1975

An experimental structure that is an assembly of numerous pieces spot-welded together is being used in the initial stages of the Research Safety Vehicle (RSV) project. The pieces are brake-formed and the welding is done with a wire-feed arc welder. This process results in the geometry of the components being somewhat different from what would be found in production and in differences in the quality of the individual welds. However, it permits the cheap fabrication of many structures, which in turn produces quick test results and early insight into geometrical relationships between the various components. The first build involves five structures, which are being utilized as follows: a configuration buck for preliminary engine, suspension, and upper structure locations; a sled test

buck for the sled testing of restraint systems; a chassis structure only, for use in the study of foam-filling procedures and to be subjected to static crush tests; and a mandrel for constructing the interior/exterior buck. Two frontal impact models were implemented during this reporting period: an RSV rear-engine model using preliminary force-deflection properties, which was run for frontal barrier impacts of 50 and 70 mph, and a 1974 Pinto model, used for program verification. Test results indicate that a Chest Severity Index of 1,000 is reached at 50 mph in the RSV model and that a crush of 45 inches is reached at 56 mph. Four static crush tests were performed to obtain side structure strength data on existing vehicles in order to adequately design the RSV front end for the aggressivity requirement. A series of five foam-filled side sills of varying sheet metal thicknesses tested showed little effect on the skin thickness. Preliminary work on the development of restraint systems has included: a series of computer runs executed on the ABAG 19 program to explore the effects of the RSV pulses and the Thiokol inflator; initial work on the design of the steering column; and investigation of rear seat restraint systems, particularly a force-limited two-point airbelt system. Facilities for testing static crush and two-car crashes have been up-graded.

Minicars, Inc., 35 La Patera Lane, Goleta, Calif. 93017
 Contract DOT-HS-5-01215
 1975 ; 176p
 Rept. no. 2 is HS-801 777.
 Availability: Reference copy only

HS-801 781

MARK II INTEGRATED DRIVER VISION TESTING DEVICE. FINAL REPORT

The Mark II Integrated Driver Vision Testing Device was designed to measure a range of visual functions which may be related to driving accidents. The device automatically administers and scores eight vision tests: static acuity; dynamic acuity; detection, acquisition and interpretation; static acuity-luminance; central movement in depth; angular movement; field; and static acuity with glare. The instructions, contained within the device, are primarily auditory, supplemented with visual signs and test stimuli keyed to the spoken message. Testing is adaptive, where the level of difficulty depends on the subject's performance on previous trials. Scoring is automatic with the results being immediately available. The instructions have been improved so that there are very few failures due to lack of understanding. The difficulty levels of each test have been adjusted so that discriminations can be made between poor performers. The test-retest reliabilities were found to be satisfactory, ranging from 0.50 to 0.87 for the eight tests. The overall reaction of the 255 people tested was highly positive. A pretest brochure and test instructions, the procedure for threshold measurement, the examiner's control operations, the hardware specifications (with drawings), and the software overview are appended.

by Leon G. Williams; Carl P. Graf
 Honeywell Inc., Systems and Res. Center, 2600 Ridgway
 Pkwy., Minneapolis, Minn. 55413
 Contract DOT-HS-4-00963
 1975 ; 121p lref
 Report for Jul 1974-Aug 1975. Supersedes HS-801 756.
 Availability: NTIS

May 31, 1976

HS-801 795

HS-801 784

UNIFORM TIRE QUALITY GRADING-- TREADWEAR. FINAL REPORT

The purpose of this contract was to evaluate treadwear ratings on four specific groups of tires when tested on somewhat similar type courses at widely different, geographic locations. A four car convoy of 1975 Chevrolet Chevelle Malibu four door sedans was run for 16,000 miles. The test route was the established 16,000 mile route yielding the desired 65% wear rate on the National Highway Traffic Safety Administration (NHTSA) control tires. One vehicle was equipped with these control tires, while the other three were equipped with specified candidate tires. The candidate tires tested were: Goodyear Custom Power Cushion Polyglas; Goodyear Power Cushion 78; and Goodyear Special. The following treadwear ratings were obtained from these tests: NHTSA control, 100%; Goodyear Custom Power Cushion Polyglas, 99.7%; Goodyear Power Cushion 78, 98.3%; and Goodyear Special, 83.5%. However, these ratings are based on the average wear for the four tires; the data spread within the tires comprising each group was found to be greater than the difference in the averages. Data are presented on the percent worn versus mileage for the test tires. Tire wear data sheets and test summary data sheets are included.

by James E. Shearer; Donald Scott McClure
Compliance Testing, Inc., 1150 North Freedom St., Ravenna,
Ohio 44266
Contract DOT-HS-5-01047-1
1975 ; 57p
Report for May-Jun 1975.
Availability: NTIS

HS-801 786

WARNING LIGHTS FOR SPECIAL PURPOSE VEHICLES

State laws and regulations on vehicle lights and warning lights which must be used on certain special purpose vehicles in the traffic system are examined. While almost all vehicles are equipped with some types of warning lights, such as turn signal lights, stop signal lights, and vehicular hazard warning lights, only certain special function vehicles are normally equipped with additional warning lights which are distinct, primarily in terms of their color, mode of operation, size, or intensity. The use of additional warning lights on such special function vehicles is generally required, or at least specifically authorized, by law and the use of such lights on other vehicles is frequently prohibited. The Uniform Vehicle Code has prohibited the use of any red light visible to the front on any vehicle except as specifically authorized or required since 1926 and the use of flashing lights on any vehicle except as specifically authorized or required since 1934. State laws specifying

or restricting the use of warning lights and warning light color or color combinations on vehicles are summarized. Special warning lights are required for such authorized emergency vehicles as fire vehicles, police vehicles, and ambulances. Where private vehicles operated by firemen on official duty are designated as authorized emergency vehicles, these vehicles may also have the specified lights. Service vehicles which may be required or authorized to use special warning lights include: highway maintenance vehicles; tow vehicles; public utility vehicles; mail delivery vehicles; pilot vehicles and oversized loads; farm vehicles; funeral vehicles; and government vehicles. In some states, the following special vehicle types are required or authorized to use restricted warning lights: civil defense vehicles; civil air patrol vehicles; marshal's vehicles; coroners', doctors', and armored cars; paraplegics' vehicles; newsmen's, itinerant vendors', and commercial vehicles; church and worker transport buses; animal removal vehicles; and others.

by John W. English; James H. Young; Howard B. Friedland
National Com. on Uniform Traffic Laws and Ordinances,
Suite 430, 1776 Massachusetts Ave., N.W., Washington, D.C.
20036

Contract DOT-HS-5-01121

Publ: Traffic Laws Commentary v4 n3 p1-84 (Dec 1975)

1975 ; 12refs

Availability: Corporate author

HS-801 795

SAFETY BELT INTERLOCK SYSTEM USAGE SURVEY. MONTHLY PROGRESS REPORT NO. 11

Progress which has been made on a U.S. Department of Transportation contract dealing with the usage of the safety belt interlock system is reported. Telephone interviews have been completed with 614 owners and drivers of 1975 model cars. Some of these cars were equipped with working interlock systems, while other of the cars were shipped with the interlock disconnected but with a buzzer and light warning system. Interview data shows that 47% of those interviewed having the interlock system almost always used the safety belt, while only 37% of those with the warning system did so. Of those with the interlock system, 31% said the 1975 system has increased use of the safety belt, while only 16% of those with the warning system experienced increased use. The results of survey questionnaires used with 2,198 Volkswagen passive belt owners and 561 Volkswagen active belt owners have been tabulated and analyzed. Current observation data showing results by month, sex of driver, manufacturer, and seat type are included in this report. Data are based on observations conducted during the period February 1974 through June 1975.

by Albert Westfeld
Opinion Res. Corp., North Harrison St., Princeton, N.J. 08540
Contract DOT-HS-5-01039
Rept. No. PR-11 ; 1975 ; 8p
Availability: Reference copy only



INDEX to ABSTRACTS

KWOC Title Index

ABDOMEN	ADVANTAGES
INVESTIGATION OF TEST PARAMETERS AFFECTING FLEXION PROPERTIES OF PART 572 DUMMY NECK, LUMBAR SPINE, AND ABDOMEN. FINAL REPORT	THE ADVANTAGES OF AUTOMATED BLOOD ALCOHOL DETERMINATION BY HEAD SPACE ANALYSIS
	HS-017 900
	HS-017 753
ABNORMAL	AGE
THE ROLE OF LUBRICANT ADDITIVES IN CONTROLLING ABNORMAL COMBUSTION (ORI)	THE EFFECT OF LOWERING THE LEGAL DRINKING AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR VEHICLE ACCIDENTS
	HS-017 925
	HS-017 814
ABSTAINING	THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOUR (BEHAVIOR) OF YOUNG DRIVERS
MOTOR CLAIMS OF ABSTAINING DRIVERS	HS-017 926
	HS-017 938
ABUSE	AGED
ALCOHOL ABUSE IN FIRST OFFENDERS ARRESTED FOR DRIVING WHILE INTOXICATED	TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL
	HS-017 941
	HS-017 865
DRUG ABUSE AND DRIVING PERFORMANCE. VOL. 2, APPENDICES B THROUGH F. FINAL REPORT	
	HS-017 755
PATTERNS OF DRUG ABUSE AND THEIR RELATIONSHIP TO TRAFFIC ACCIDENTS	
	HS-017 890
	HS-017 857
ACCOMMODATION	AGENTS
EFFECTS OF ALCOHOL ON VISUAL ACCOMMODATION AND EYE MOVEMENT LATENCY	ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS
	HS-017 890
	HS-017 875
ACETONE	AIR
THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO	AIR CONDITIONING--THE INTEGRATED SYSTEM
	HS-017 781
	HS-017 899
ACID	
SULFURIC ACID EMISSIONS FROM AN OXIDATION-CATALYST EQUIPPED VEHICLE	AN EVALUATION OF TRANSIT BUS AIR CONDITIONING SYSTEMS
	HS-017 782
	HS-017 783
	HS-017 786
ACUTY	
ALCOHOL AND MARIJUANA EFFECTS ON STATIC VISUAL ACUTY	TEST EVALUATION OF THIOKOL INFLATORS FOR AIR CUSHION RESTRAINT SYSTEMS. FINAL REPORT
	HS-017 748
	HS-017 846
ADAPTATION	
VISIBILITY LOSSES CAUSED BY TRANSIENT ADAPTATION AT LOW LUMINANCE LEVELS	THE ROVAC AUTOMOTIVE AIR CONDITIONING SYSTEM
	HS-017 900
	HS-017 797
ADDITIVES	ALCOHOL
THE EFFECT OF LUBRICANT ADDITIVES ON THE DURABILITY OF PLATINUM OXIDISING CATALYSTS	A HISTORICAL AND EXPERIMENTAL STUDY OF THE BREATH/BLOOD ALCOHOL RATIO
	HS-017 897
	HS-017 812
THE ROLE OF LUBRICANT ADDITIVES IN CONTROLLING ABNORMAL COMBUSTION (ORI)	A SYSTEM FOR BREATH ALCOHOL ANALYSIS, AND A SYSTEM TO COLLECT AND PRESERVE BREATH EVIDENCE OF BLOOD INTOXICANTS
	HS-017 910
	HS-017 858
	HS-017 814
ADJUDICATION	
PROBLEMS OF ENFORCEMENT, ADJUDICATION AND SANCTIONING	ALCOHOL ABUSE IN FIRST OFFENDERS ARRESTED FOR DRIVING WHILE INTOXICATED
	HS-017 905
	HS-017 914
	HS-017 905
	HS-017 821

ALCOHOL SAFETY ACTION PROJECTS EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 6: EVALUATION OF THE PUBLIC INFORMATION AND EDUCATION COUNTERMEASURE ACTIVITIES

HS-801 708

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 3: EVALUATION OF THE JUDICIAL AND LEGISLATIVE COUNTERMEASURE ACTIVITIES

HS-801 709

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 1: ASAP PROGRAM EVALUATION METHODOLOGY AND OVERALL PROGRAM IMPACT

HS-801 726

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 2: EVALUATION OF THE ENFORCEMENT COUNTERMEASURE ACTIVITIES

HS-801 727

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 4: EVALUATION OF THE PRESENCE INVESTIGATION AND PROBATION COUNTERMEASURE ACTIVITIES

HS-801 728

ALCOHOL, DRUGS AND CARBON MONOXIDE IN TRAFFIC FATALITIES IN PUERTO RICO

HS-017 859

ALCOHOL, DRUGS, AND DRIVING BEHAVIOUR IN SWITZERLAND

HS-017 884

ALCOHOL, DRUGS, AND DRIVING: RELATIVE PRIORITIES FOR BASIC AND APPLIED RESEARCH

HS-017 861

ALCOHOL, DRUGS, AND TRAFFIC SAFETY. PROCEEDINGS OF THE INTERNATIONAL CONFERENCE (6TH) TORONTO, SEPTEMBER 8-13, 1974

HS-017 850

ALCOHOL, MARIJUANA AND OTHER DRUG PATTERNS AMONG OPERATORS INVOLVED IN FATAL MOTOR VEHICLE ACCIDENTS

HS-017 860

BREATH ALCOHOL ANALYSIS BY GAS CHROMATOGRAPHY: TWO YEARS' EXPERIENCE WITH FIELD COLLECTED SAMPLES

HS-017 903

CAN ALCOHOL EDUCATION CHANGE THE ROLE OF YOUTH ON OUR HIGHWAYS?

HS-017 934

COMPULSORY BLOOD ALCOHOL DETERMINATIONS IN ROAD CRASH CASUALTIES: EXPERIENCE FOLLOWING RECENT AUSTRALIAN LEGISLATION

HS-017 921

DIFFERENCE IN BLOOD ALCOHOL LEVELS FOLLOWING CONSUMPTION OF WHISKY AND BEER IN MAN

HS-017 880

EFFECTS OF ALCOHOL ON VISUAL ACCOMMODATION AND EYE MOVEMENT LATENCY

HS-017 875

EFFECTS OF LOW AND MODERATE LEVELS OF ALCOHOL ON STEERING PERFORMANCE

HS-017 878

EFFECTS OF SMALL DOSES OF ALCOHOL ON THE EYE MOVEMENTS OF DRIVERS

HS-017 876

EPIDEMIOLOGIC ISSUES ABOUT ALCOHOL, OTHER DRUGS AND HIGHWAY SAFETY

HS-017 851

ERRORS IN CURRENT ALCOHOL BREATH ANALYSIS

HS-017 898

HUMAN AND ENVIRONMENTAL FACTORS IN ALCOHOL-RELATED TRAFFIC ACCIDENTS

HS-017 862

INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE AND OTHER DRUGS IN TRAFFIC FATALITIES

HS-017 907

MATERIALS DEVELOPMENT FOR LEGISLATORS' SEMINAR IN ALCOHOL AND HIGHWAY SAFETY. FINAL REPORT

HS-801 774

MEDICAL CONCLUSIONS FROM THE CLINICAL TESTS OF DRUNKEN DRIVERS WITH HIGH ALCOHOL LEVELS

HS-017 883

PATTERNS OF BLOOD ALCOHOL CONCENTRATIONS AMONG DRIVERS

HS-017 856

PUBLIC INFORMATION PROGRAMS RELATED TO ALCOHOL, DRUGS, AND TRAFFIC SAFETY

HS-017 929

RECENT DEVELOPMENTS IN BREATH-ALCOHOL ANALYSIS

HS-017 895

RELIABILITY AND SIGNIFICANCE OF RESULTS OF ALCOHOL AND DRUG ANALYSES

HS-017 894

ROADSIDE SURVEYS, DEMOGRAPHICS AND BACS (BLOOD ALCOHOL CONCENTRATIONS) OF DRIVERS

HS-017 853

SEVEN YEARS EXPERIENCE OF BLOOD-ALCOHOL LIMITS IN BRITAIN

HS-017 932

SOCIAL PATTERNS OF DRINKING IN YOUNG PEOPLE AND THE RELATED BLOOD ALCOHOL LEVELS

HS-017 882

SOCIO-MEDICO-LEGAL ASPECTS OF ALCOHOL AND ALCOHOLISM

HS-017 933

THE ADVANTAGES OF AUTOMATED BLOOD ALCOHOL DETERMINATION BY HEAD SPACE ANALYSIS

HS-017 900

THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY

HS-017 888

THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: II. FIELD STUDIES WITH AN INSTRUMENTED AUTOMOBILE

HS-017 889

May 31, 1976

THE EFFECT OF ALCOHOL ON HUMAN INFORMATION PROCESSING RATE	HS-017 885	ALLOYS	TENSILE-SHEAR AND FATIGUE PROPERTIES OF RESISTANCE AND MIG SPOT WELDS OF SOME ALUMINUM AUTO BODY SHEET ALLOYS	HS-017 818
THE EFFECT OF LOWERING THE LEGAL DRINKING AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR VEHICLE ACCIDENTS	HS-017 925	ALUMINUM	PERFORMANCE OF ALUMINUM IN BIMETALLIC ASSEMBLIES	HS-017 808
THE HAMBURG, W. GERMANY, 1973 REPORT QUESTIONING THE RELIABILITY OF BREATH ALCOHOL INSTRUMENTS FOR MEDICOLEGAL USE IN TRAFFIC CASES	HS-017 906	TENSILE-SHEAR AND FATIGUE PROPERTIES OF RESISTANCE AND MIG SPOT WELDS OF SOME ALUMINUM AUTO BODY SHEET ALLOYS	HS-017 818	
THE INFLUENCE OF SMALL DOSES OF ALCOHOL ON THE RATE OF DECISION MAKING	HS-017 886	USE OF ALUMINUM IN AUTOMOBILES--EFFECT ON THE ENERGY DILEMMA	HS-017 788	
THE INTERACTION OF ALCOHOL AND DELTA 9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING	HS-017 893	WELDBOND AND ITS PERFORMANCE IN ALUMINUM AUTOMOTIVE BODY SHEET	HS-017 817	
THE INVESTIGATION OF BLOOD ALCOHOL LEVELS IN 967 ROAD ACCIDENT FATALITIES	HS-017 930	ANALYSES	ASPECTS OF DRUG ANALYSES IN RELATION TO ROAD TRAFFIC LEGISLATION AND SUPERVISION	HS-017 896
THE RELATIONSHIP BETWEEN SELF-REPORTED DRUNKEN DRIVING, ALCOHOL CONSUMPTION, AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS	HS-017 864	RELIABILITY AND SIGNIFICANCE OF RESULTS OF ALCOHOL AND DRUG ANALYSES	HS-017 894	
THE ROLE OF ATTITUDES IN SECONDARY SCHOOL ALCOHOL-TRAFFIC SAFETY EDUCATION	HS-017 936	ANALYTICAL	"WILL THE REAL DRUGGED DRIVER PLEASE STAND UP?" AN ANALYTICAL TOXICOLOGY ASSESSMENT OF DRUGS AND DRIVING	HS-017 908
ALCOHOLIC		ANTHROPOMORPHIC	ANTHROPOMORPHIC DUMMY POSITIONING REPEATABILITY, AND STABILITY TESTS. FINAL REPORT	HS-001 754
SENSORMOTOR AND PHYSIOLOGICAL EFFECTS OF VARIOUS ALCOHOLIC BEVERAGES	HS-017 881	ARRESTED	ALCOHOL ABUSE IN FIRST OFFENDERS ARRESTED FOR DRIVING WHILE INTOXICATED	HS-017 865
ALCOHOLICS		ARRESTS	MASS ARRESTS FOR IMPAIRED DRIVING MAY NOT PREVENT TRAFFIC DEATHS	HS-017 869
ALCOHOLICS AND SOCIAL DRINKERS: CHARACTERISTICS AND DIFFERENTIATION	HS-017 852	ASAP	ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS-1974. VOL. 2: DETAILED ANALYSIS. CH. 1; ASAP PROGRAM EVALUATION METHODOLOGY AND OVERALL PROGRAM IMPACT	HS-001 726
THE DRINKING DRIVER: IDENTIFICATION OF HIGH-RISK ALCOHOLICS	HS-017 867		ONE MODEL FOR THE EVALUATION OF ASAP REHABILITATION EFFORTS	HS-017 937
THE IMPORTANCE OF PSYCHOSOCIAL FACTORS ON DRINKING IN ALCOHOLICS: RELEVANCE FOR TRAFFIC SAFETY	HS-017 871	ASBESTOS	IMPROVED ASBESTOS MATRICES FOR ALKALINE FUEL CELLS	HS-017 809
ALCOHOLISM				
SOCIO-MEDICO-LEGAL ASPECTS OF ALCOHOL AND ALCOHOLISM	HS-017 933			
ALCOHOLS				
EFFECT OF ALCOHOLS AS SUPPLEMENTAL FUEL FOR TURBOCHARGED DIESEL ENGINES	HS-017 811			
ALKALINE				
IMPROVED ASBESTOS MATRICES FOR ALKALINE FUEL CELLS	HS-017 809			

ASHLESS

FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS

HS-017 813

ASSEMBLIES

PERFORMANCE OF ALUMINUM IN BIMETALLIC ASSEMBLIES

HS-017 808

ATTITUDE

A COMPARISON OF CHANGES IN KNOWLEDGE AND ATTITUDE BETWEEN PROBLEM DRINKERS AND NON-PROBLEM DRINKERS FOLLOWING A REEDUCATION PROGRAM

HS-017 923

ATTITUDES

THE ROLE OF ATTITUDES IN SECONDARY SCHOOL ALCOHOL-TRAFFIC SAFETY EDUCATION

HS-017 936

AUDITORY

EFFECT OF SAFETY HELMETS ON AUDITORY CAPABILITY

HS-801 759

AUSTRALIAN

COMPULSORY BLOOD ALCOHOL DETERMINATIONS IN ROAD CRASH CASUALTIES: EXPERIENCE FOLLOWING RECENT AUSTRALIAN LEGISLATION

HS-017 921

AUTO

TENSILE-SHEAR AND FATIGUE PROPERTIES OF RESISTANCE AND MIG SPOT WELDS OF SOME ALUMINUM AUTO BODY SHEET ALLOYS

HS-017 818

AUTOMATED

THE ADVANTAGES OF AUTOMATED BLOOD ALCOHOL DETERMINATION BY HEAD SPACE ANALYSIS

HS-017 900

AUTOMATIC

AUTOMATIC TRANSMISSIONS FOR PASSENGER COACHES (BUSES)

HS-017 777

THE USE OF A SCREENING TEST FOR DRINKING DRIVERS IN CONJUNCTION WITH AN AUTOMATIC DATA PROCESSING UNIT

HS-017 920

AUTOMOBILE

AUTOMOBILE TIRE NOISE: RESULTS OF A PILOT STUDY AND REVIEW OF THE OPEN LITERATURE. FINAL REPORT

HS-017 845

THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: II. FIELD STUDIES WITH AN INSTRUMENTED AUTOMOBILE

HS-017 889

AUTOMOBILES

FACTORS INFLUENCING THE HOT FUEL VAPOUR HANDLING CHARACTERISTICS OF GASOLINE ENGINED AUTOMOBILES

HS-017 827

USE OF ALUMINUM IN AUTOMOBILES--EFFECT ON THE ENERGY DILEMMA

HS-017 788

BACS

ROADSIDE SURVEYS, DEMOGRAPHICS AND BACS (BLOOD ALCOHOL CONCENTRATIONS) OF DRIVERS

HS-017 853

BAPTIST

MOTOR CARRIER ACCIDENT INVESTIGATION. MT. ZION BAPTIST CHURCH, ACCIDENT--MAY 30, 1975--MILWAUKEE, WISCONSIN

HS-017 944

BARRIER

CRASH INJURY REDUCTION AND POST-CRASH FACTORS EVALUATIONS. FORD ESV'S--FORTY MPH, FIFTY-MPH, AND LOW-SPEED BARRIER IMPACTS. FINAL REPORT

HS-801 052

BART

BART PROGRESS REPORT

HS-017 791

BEAD

FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS

HS-017 813

BEAMS

FIELD AND COMPUTER-SIMULATED EVALUATION OF HEAD LAMP BEAMS

HS-017 801

BEER

DIFFERENCE IN BLOOD ALCOHOL LEVELS FOLLOWING CONSUMPTION OF WHISKY AND BEER IN MAN

HS-017 880

BEHAVIOR

THE EFFECT OF REHABILITATION ON THE DRIVING BEHAVIOR OF PROBLEM DRINKERS

HS-017 922

THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOR (BEHAVIOR) OF YOUNG DRIVERS

HS-017 926

BEHAVIOUR

ALCOHOL, DRUGS, AND DRIVING BEHAVIOR IN SWITZERLAND

HS-017 884

THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOR (BEHAVIOR) OF YOUNG DRIVERS

HS-017 926

BELT

SAFETY BELT INTERLOCK SYSTEM USAGE SURVEY. MONTHLY PROGRESS REPORT NO. 11

HS-801 795

BELTS

VERTEBRAL COLUMN INJURIES AND SEAT BELTS

HS-017 840

May 31, 1976

BEVERAGES

SENSORIMOTOR AND PHYSIOLOGICAL EFFECTS OF
VARIOUS ALCOHOLIC BEVERAGES
HS-017 881

BICYCLES

INVESTIGATIONS INTO LIGHT TRAFFIC I
(BICYCLES, MOTORCYCLES)
HS-017 940

BIMETALLIC

PERFORMANCE OF ALUMINUM IN BIMETALLIC AS-
SEMBLIES
HS-017 808

BIOENGINEERING

BIOENGINEERING STUDY OF BASIC PHYSICAL
MEASUREMENTS RELATED TO SUSCEPTIBILITY TO
CERVICAL HYPEREXTENSION-HYPERFLEXION IN-
JURY. FINAL REPORT
HS-017 939

BLOOD

A COMPARISON BETWEEN THE GAS CHROMATO-
GRAPH INTOXIMETER AND A DIRECT BLOOD
ANALYSIS
HS-017 901

A SYSTEM FOR BREATH ALCOHOL ANALYSIS, AND
A SYSTEM TO COLLECT AND PRESERVE BREATH
EVIDENCE OF BLOOD INTOXICANTS
HS-017 910

COMPARISON OF BLOOD AND BREATH TESTING
UNDER FIELD CONDITIONS
HS-017 902

COMPULSORY BLOOD ALCOHOL DETERMINATIONS
IN ROAD CRASH CASUALTIES: EXPERIENCE FOLLOW-
ING RECENT AUSTRALIAN LEGISLATION
HS-017 921

DIFFERENCE IN BLOOD ALCOHOL LEVELS FOLLOW-
ING CONSUMPTION OF WHISKY AND BEER IN
MAN
HS-017 880

PATTERNS OF BLOOD ALCOHOL CONCENTRA-
TIONS AMONG DRIVERS
HS-017 856

ROADSIDE SURVEYS, DEMOGRAPHICS AND BACS
(BLOOD ALCOHOL CONCENTRATIONS) OF DRIVERS
HS-017 853

SEVEN YEARS EXPERIENCE OF BLOOD-ALCOHOL
LIMITS IN BRITAIN
HS-017 932

SOCIAL PATTERNS OF DRINKING IN YOUNG PE-
OPLE AND THE RELATED BLOOD ALCOHOL LEVELS
HS-017 882

THE ADVANTAGES OF AUTOMATED BLOOD AL-
COHOL DETERMINATION BY HEAD SPACE ANALY-
SIS
HS-017 900

THE INVESTIGATION OF BLOOD ALCOHOL LEVELS
IN 967 ROAD ACCIDENT FATALITIES
HS-017 930

BODY

TENSILE-SHEAR AND FATIGUE PROPERTIES OF RE-
SISTANCE AND MIG SPOT WELDS OF SOME ALU-
MINUM AUTO BODY SHEET ALLOYS
HS-017 818

WELDBOND AND ITS PERFORMANCE IN ALU-
MINUM AUTOMOTIVE BODY SHEET
HS-017 817

BREATH

A SYSTEM FOR BREATH ALCOHOL ANALYSIS, AND
A SYSTEM TO COLLECT AND PRESERVE BREATH
EVIDENCE OF BLOOD INTOXICANTS
HS-017 910

BREATH ALCOHOL ANALYSIS BY GAS CHRO-
MATOGRAPHY: TWO YEARS' EXPERIENCE WITH
FIELD COLLECTED SAMPLES
HS-017 903

CHARACTERISTICS OF LATE-NIGHT, WEEKEND
DRIVERS: RESULTS OF THE U.S. NATIONAL ROAD-
SIDE BREATH-TESTING SURVEY AND SEVERAL
LOCAL SURVEYS
HS-017 855

COMPARISON OF BLOOD AND BREATH TESTING
UNDER FIELD CONDITIONS
HS-017 902

ERRORS IN CURRENT ALCOHOL BREATH ANALY-
SIS
HS-017 898

RECENT DEVELOPMENTS IN BREATH-ALCOHOL
ANALYSIS
HS-017 895

THE HAMBURG, W. GERMANY, 1973 REPORT
QUESTIONING THE RELIABILITY OF BREATH AL-
COHOL INSTRUMENTS FOR MEDICOLEGAL USE IN
TRAFFIC CASES
HS-017 906

THE RANGE OF CONCENTRATIONS OF FREE
ACETONE IN THE PLASMA AND BREATH OF
DIABETICS AND SOME OBSERVATIONS ON ITS
PLASMA/BREATH RATIO
HS-017 899

BREATH/BLOOD

A HISTORICAL AND EXPERIMENTAL STUDY OF
THE BREATH/BLOOD ALCOHOL RATIO
HS-017 897

BREATHALIZER

THE CANADIAN BREATHALIZER LEGISLATION: AN
INFERNENTIAL EVALUATION
HS-017 916

BREATHALYSED

BREATHALYSED DRIVERS-TO COURT OR CLINIC?
HS-017 822

BREATHALYSER

THE EPIDEMIOLOGY OF TRAFFIC ACCIDENTS AND
THE EFFECT OF THE 1969 BREATHALYSER LAW IN
CANADA
HS-017 917

BRIEF	GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS	HS-017 835	CAPABILITY	EFFECT OF SAFETY HELMETS ON AUDITORY CAPABILITY	HS-017 759
BRITAIN	ALCOHOL AND ROAD ACCIDENTS IN GREAT BRITAIN	HS-017 858		THE COMBINED EFFECTS OF ALCOHOL AND COM- MON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY	HS-017 888
	ENFORCEMENT OF THE LAW IN GREAT BRITAIN REGARDING MOTORISTS IMPAIRED BY DRINK: SUCCESS AND PROBLEMS	HS-017 919			
	SEVEN YEARS EXPERIENCE OF BLOOD-ALCOHOL LIMITS IN BRITAIN	HS-017 932	CARBON	ALCOHOL, DRUGS AND CARBON MONOXIDE IN TRAFFIC FATALITIES IN PUERTO RICO	HS-017 859
	THE EFFECTIVENESS OF DRINKING-AND-DRIVING LAWS IN SWEDEN AND GREAT BRITAIN	HS-017 915		INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE AND OTHER DRUGS IN TRAFFIC FATALITIES	HS-017 907
BUCKLING	THE APPLICATION OF ELASTOMERIC BUCKLING COLUMNS IN AN ENERGY MANAGEMENT BUMPER SYSTEM	HS-017 849	CARRIER	MOTOR CARRIER ACCIDENT INVESTIGATION. MT. ZION BAPTIST CHURCH, ACCIDENT--MAY 30, 1975- MILWAUKEE, WISCONSIN	HS-017 944
BUMPER	PERFORMANCE CHARACTERISTICS OF ELASTOMERIC BUMPER FASCIA	HS-017 848	CARS	THE PEDESTRIAN REVOLUTION. STREETS WITHOUT CARS	HS-017 942
	THE APPLICATION OF ELASTOMERIC BUCKLING COLUMNS IN AN ENERGY MANAGEMENT BUMPER SYSTEM	HS-017 849			
	THE SHOCK ISOLATOR FOR THE BUMPER SYSTEM	HS-017 847	CASUALTIES	COMPULSORY BLOOD ALCOHOL DETERMINATIONS IN ROAD CRASH CASUALTIES: EXPERIENCE FOL- LOWING RECENT AUSTRALIAN LEGISLATION	HS-017 921
BUS	AN EVALUATION OF TRANSIT BUS AIR CONDI- TIONING SYSTEMS	HS-017 782	CATALYST	SULFURIC ACID EMISSIONS FROM AN OXIDATION- CATALYST EQUIPPED VEHICLE	HS-017 786
BUSES	AUTOMATIC TRANSMISSIONS FOR PASSENGER COACHES (BUSES)	HS-017 777	CATALYSTS	FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS	HS-017 813
CALCULATING	A COMPUTER PROGRAM FOR CALCULATING PRO- PERTIES OF EQUILIBRIUM COMBUSTION PRODUCTS WITH SOME APPLICATIONS TO I.C. EN- GINES	HS-017 810		THE EFFECT OF LUBRICANT ADDITIVES ON THE DURABILITY OF PLATINUM OXIDISING CATALYSTS	HS-017 812
CANADA	LAW ENFORCEMENT REQUIREMENTS FOR THE DE- TECTION AND PREVENTION OF DRINKING AND DRIVING IN CANADA	HS-017 918	CAUSATIVE	ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS	HS-017 890
	THE EPIDEMIOLOGY OF TRAFFIC ACCIDENTS AND THE EFFECT OF THE 1969 BREATHALYSER LAW IN CANADA	HS-017 917	CELLS	IMPROVED ASBESTOS MATRICES FOR ALKALINE FUEL CELLS	HS-017 809
CANADIAN	THE CANADIAN BREATHALYZER LEGISLATION: AN INFERENTIAL EVALUATION	HS-017 916	CERVICAL	BIOENGINEERING STUDY OF BASIC PHYSICAL MEASUREMENTS RELATED TO SUSCEPTIBILITY TO CERVICAL HYPEREXTENSION-HYPERFLEXION IN- JURY. FINAL REPORT	HS-017 939
			CHARACTERISTICS	ALCOHOLICS AND SOCIAL DRINKERS: CHARAC- TERISTICS AND DIFFERENTIATION	HS-017 852

CHARACTERISTICS OF LATE-NIGHT, WEEKEND DRIVERS: RESULTS OF THE U.S. NATIONAL ROAD-SIDE BREATH-TESTING SURVEY AND SEVERAL LOCAL SURVEYS

HS-017 855

COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS

HS-017 830

DRINKING CHARACTERISTICS OF DWI INDIVIDUALS SCREENED AS PROBLEM DRINKERS

HS-017 866

FACTORS INFLUENCING THE HOT FUEL VAPOUR HANDLING CHARACTERISTICS OF GASOLINE ENGINE AUTOMOBILES

HS-017 827

PERFORMANCE CHARACTERISTICS OF ELASTOMERIC BUMPER FASCIA

HS-017 848

TRAFFIC VIOLATIONS IN RELATION TO DRIVER CHARACTERISTICS AND ACCIDENT FREQUENCY. FINAL REPORT

HS-017 943

TRUCKS: AN ANALYSIS OF ACCIDENT CHARACTERISTICS BY VEHICLE WEIGHT

HS-017 839

CHILDREN

MEASURING THE PHYSICAL DIMENSIONS OF U.S. INFANTS AND CHILDREN

HS-017 838

ROAD SAFETY OF CHILDREN IN THE UNITED KINGDOM

HS-017 841

TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL

HS-017 941

CHROMATOGRAPH

A COMPARISON BETWEEN THE GAS CHROMATOGRAPH INTOXIMETER AND A DIRECT BLOOD ANALYSIS

HS-017 901

CHROMATOGRAPHY

BREATH ALCOHOL ANALYSIS BY GAS CHROMATOGRAPHY: TWO YEARS' EXPERIENCE WITH FIELD COLLECTED SAMPLES

HS-017 903

CHURCH

MOTOR CARRIER ACCIDENT INVESTIGATION. MT. ZION BAPTIST CHURCH. ACCIDENT--MAY 30, 1975-- MILWAUKEE, WISCONSIN

HS-017 944

CLAIMS

MOTOR CLAIMS OF ABSTAINING DRIVERS

HS-017 938

CLIMATES

PREPARATION AND OPERATION OF DIESEL ENGINES IN CONSTRUCTION AND INDUSTRIAL MACHINERY FOR OPERATION IN COLD CLIMATES

HS-017 807

CLINIC

BREATHALYSED DRIVERS--TO COURT OR CLINIC? HS-017 822

CLINICAL

MEDICAL CONCLUSIONS FROM THE CLINICAL TESTS OF DRUNKEN DRIVERS WITH HIGH ALCOHOL LEVELS

HS-017 883

COACHES

AUTOMATIC TRANSMISSIONS FOR PASSENGER COACHES [BUSES]

HS-017 777

COLD

PREPARATION AND OPERATION OF DIESEL ENGINES IN CONSTRUCTION AND INDUSTRIAL MACHINERY FOR OPERATION IN COLD CLIMATES

HS-017 807

COLLECT

A SYSTEM FOR BREATH ALCOHOL ANALYSIS, AND A SYSTEM TO COLLECT AND PRESERVE BREATH EVIDENCE OF BLOOD INTOXICANTS

HS-017 910

COLLECTED

BREATH ALCOHOL ANALYSIS BY GAS CHROMATOGRAPHY: TWO YEARS' EXPERIENCE WITH FIELD COLLECTED SAMPLES

HS-017 903

COLLISION

POST-COLLISION VEHICLE FIRES. PROJECT REPORT HS-017 837

THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOUR [BEHAVIOR] OF YOUNG DRIVERS

HS-017 926

COLUMN

VERTEBRAL COLUMN INJURIES AND SEAT BELTS HS-017 840

COLUMNS

THE APPLICATION OF ELASTOMERIC BUCKLING COLUMNS IN AN ENERGY MANAGEMENT BUMPER SYSTEM

HS-017 849

COMBUSTION

A COMPUTER PROGRAM FOR CALCULATING PROPERTIES OF EQUILIBRIUM COMBUSTION PRODUCTS WITH SOME APPLICATIONS TO I.C. ENGINES

HS-017 810

COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS

HS-017 830

THE ROLE OF LUBRICANT ADDITIVES IN CONTROLLING ABNORMAL COMBUSTION (ORI)

HS-017 814

COMMITMENT

MASS TRANSPORTATION: A NATIONAL COMMITMENT

HS-017 792

COMMUNITY

EXPERIMENTAL EVALUATION OF A COMMUNITY-BASED CAMPAIGN AGAINST DRINKING AND DRIVING
HS-017 935

COMPARISON

A COMPARISON BETWEEN THE GAS CHROMATOGRAPH INTOXIMETER AND A DIRECT BLOOD ANALYSIS
HS-017 901

A COMPARISON OF CHANGES IN KNOWLEDGE AND ATTITUDE BETWEEN PROBLEM DRINKERS AND NON-PROBLEM DRINKERS FOLLOWING A REEDUCATION PROGRAM
HS-017 923

COMPARISON OF BLOOD AND BREATH TESTING UNDER FIELD CONDITIONS
HS-017 902

COMPARISONS

CROSS-NATIONAL COMPARISONS OF DRINKING DRIVING LAWS
HS-017 913

COMPATIBILITY

FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS
HS-017 813

COMPONENT

THE PHARMACOKINETIC COMPONENT OF DRUG EFFECTS ON DRIVING SKILLS
HS-017 873

COMPOUNDED

FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS
HS-017 813

COMPRESSION

SIMULATION MODEL FOR A CRANKCASE-COMPRESSED TWO-STROKE SPARK-IGNITION ENGINE INCLUDING INTAKE AND EXHAUST SYSTEMS
HS-017 833

COMPRESSOR

EXPERIMENTAL AND THEORETICAL PERFORMANCE OF A RADIAL FLOW TURBOCHARGER COMPRESSOR WITH INLET PREWHIRL
HS-017 828

COMPRESSORS

PERFORMANCE PREDICTION FOR AUTOMOTIVE TURBOCHARGER COMPRESSORS
HS-017 832

COMPULSORY

COMPULSORY BLOOD ALCOHOL DETERMINATIONS IN ROAD CRASH CASUALTIES: EXPERIENCE FOLLOWING RECENT AUSTRALIAN LEGISLATION
HS-017 921

THE COMPULSORY BREATHALYZER .05% LEGISLATION IN VICTORIA
HS-017 927

COMPUTER

A COMPUTER PROGRAM FOR CALCULATING PROPERTIES OF EQUILIBRIUM COMBUSTION PRODUCTS WITH SOME APPLICATIONS TO I.C. ENGINES
HS-017 810

COMPUTER-ELECTRONYSTAGMOGRAPHY: A USEFUL TOOL IN EVALUATING INFLUENCE OF PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC SAFETY
HS-017 877

FIELD AND COMPUTER-SIMULATED EVALUATION OF HEAD LAMP BEAMS
HS-017 801

CONCENTRATION

ALCOHOL CONCENTRATION IN URINE AND ITS FORENSIC EVIDENCE
HS-017 905

CONCENTRATIONS

PATTERNS OF BLOOD ALCOHOL CONCENTRATIONS AMONG DRIVERS
HS-017 856

ROADSIDE SURVEYS, DEMOGRAPHICS AND BACS [BLOOD ALCOHOL CONCENTRATIONS] OF DRIVERS
HS-017 853

THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO
HS-017 899

CONDITIONING

AIR CONDITIONING--THE INTEGRATED SYSTEM
HS-017 781

AN EVALUATION OF TRANSIT BUS AIR CONDITIONING SYSTEMS
HS-017 782

THE ROVAC AUTOMOTIVE AIR CONDITIONING SYSTEM
HS-017 783

CONFERENCE

ALCOHOL, DRUGS, AND TRAFFIC SAFETY. PROCEEDINGS OF THE INTERNATIONAL CONFERENCE (6TH) TORONTO, SEPTEMBER 8-13, 1974
HS-017 850

CONFLICTS

INTERSECTION CONFLICTS
HS-017 820

CONGRESS

THE DRIVER EDUCATION EVALUATION PROGRAM (DEEP) STUDY. A REPORT TO THE CONGRESS
HS-801 766

CONJUNCTION

THE USE OF A SCREENING TEST FOR DRINKING DRIVERS IN CONJUNCTION WITH AN AUTOMATIC DATA PROCESSING UNIT
HS-017 920

CONNECTICUT

A STATISTICAL PROFILE OF MOTOR VEHICLE OPERATORS WHO HAVE COMPLETED THE STATE
HS-017 920

OF CONNECTICUT DRIVING WHILE INTOXICATED REEDUCATION PROGRAM	HS-017 844	ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 2: EVALUATION OF THE ENFORCEMENT COUNTERMEASURE ACTIVITIES	HS-017 727
CONSEQUENCES JUDICIAL DISCRETION IN DRINKING-DRIVING CASES: AN EMPIRICAL STUDY OF INFLUENCES AND CONSEQUENCES	HS-017 924	ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 4: EVALUATION OF THE PRESENCE INVESTIGATION AND PROBATION COUNTERMEASURE ACTIVITIES	HS-017 728
CONSERVATION COST AND ENERGY CONSERVATION WITH POWDER METALLURGY	HS-017 784		HS-017 728
CONSTRUCTION PREPARATION AND OPERATION OF DIESEL ENGINES IN CONSTRUCTION AND INDUSTRIAL MACHINERY FOR OPERATION IN COLD CLIMATES	HS-017 807		HS-017 879
CONTRACTS TRAFFIC SAFETY PROGRAMS CONTRACTS. RESEARCH AND DEVELOPMENT, DEMONSTRATIONS, MANPOWER DEVELOPMENT. FY 1975-FY 1976	HS-017 725		HS-017 822
CONTRAST CONTRAST REQUIREMENTS OF URBAN DRIVING	HS-017 799		
CONTROL CONTROL OF THE SUBWAY ENVIRONMENT	HS-017 787		
POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN DRIVING ON SECTIONS OF SANDED, PRIMED SURFACE ON HIGHWAY CURVES	HS-017 823	SIMULATION MODEL FOR A CRANKCASE-COMPRESSOR TWO-STROKE SPARK-IGNITION ENGINE INCLUDING INTAKE AND EXHAUST SYSTEMS	HS-017 833
QUALITY CONTROL IN A TOXICOLOGY LABORATORY	HS-017 912		
COOLING MAINTENANCE OF AUTOMOTIVE ENGINE COOLING SYSTEMS--HS40. 3RD ED.	HS-017 819		
CORRIDOR SIMULATION STUDIES FOR AN URBAN TRAFFIC CORRIDOR. FINAL REPORT	HS-017 793	CROSS-NATIONAL COMPARISONS OF DRINKING DRIVING LAWS	HS-017 913
COST COST AND ENERGY CONSERVATION WITH POWDER METALLURGY	HS-017 784		
COUNTERMEASURE ALCOHOL SAFETY ACTION PROJECTS EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 6: EVALUATION OF THE PUBLIC INFORMATION AND EDUCATION COUNTERMEASURE ACTIVITIES	HS-017 708	CURVES POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN DRIVING ON SECTIONS OF SANDED, PRIMED SURFACE ON HIGHWAY CURVES	HS-017 823
ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 3: EVALUATION OF THE JUDICIAL AND LEGISLATIVE COUNTERMEASURE ACTIVITIES	HS-017 709	CUSHION TEST EVALUATION OF THIOKOL INFLATORS FOR AIR CUSHION RESTRAINT SYSTEMS. FINAL REPORT	HS-017 748
		DAYTIME MOTORCYCLIST HELMET AND DAYTIME HEADLAMP USE LAWS: EFFECTS ON USE AND FATALITIES	HS-017 824
		DEATHS MASS ARRESTS FOR IMPAIRED DRIVING MAY NOT PREVENT TRAFFIC DEATHS	HS-017 869

		HSL 76-05
DECISION THE INFLUENCE OF SMALL DOSES OF ALCOHOL ON THE RATE OF DECISION MAKING	HS-017 886	DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO
DEEP THE DRIVER EDUCATION EVALUATION PROGRAM (DEEP) STUDY. A REPORT TO THE CONGRESS	HS-801 766	HS-017 899
DEFECT MOTOR VEHICLE SAFETY DEFECT RECALL CAM- PAIGNS REPORTED TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION BY DOMESTIC AND FOREIGN VEHICLE MANUFACTURERS, JULY 1 1975 TO SEPTEMBER 30, 1975	HS-801 740	DIAGNOSIS DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS: VOLUME I. THE STATE-OF-THE-ART IN DRIVER PROBLEM DIAGNOSIS. FINAL REPORT
DELTA THE INTERACTION OF ALCOHOL AND DELTA 9- TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING	HS-017 893	HS-801 769
DEMOGRAPHICS ROADSIDE SURVEYS, DEMOGRAPHICS AND BACS (BLOOD ALCOHOL CONCENTRATIONS) OF DRIVERS	HS-017 853	DIAGNOSTIC DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS: VOL. 2. ASSESSMENT TECHNIQUES FOR OPERA- TIONAL USERS. FINAL REPORT
DEMONSTRATE THE EDMONTON STUDY. A PILOT PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF A PUBLIC INFORMATION CAMPAIGN ON THE SUBJECT OF DRINKING AND DRIVING	HS-017 931	HS-801 770
DEMONSTRATIONS TRAFFIC SAFETY PROGRAMS CONTRACTS. RESEARCH AND DEVELOPMENT, DEMONSTRA- TIONS, MANPOWER DEVELOPMENT. FY 1975-FY 1976	HS-801 725	DIAZEPAM ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS
DETECTION IMMUNOASSAYS FOR THE DETECTION OF DRUGS IN DRIVERS	HS-017 909	HS-801 769
LAW ENFORCEMENT REQUIREMENTS FOR THE DE- TECTION AND PREVENTION OF DRINKING AND DRIVING IN CANADA	HS-017 918	DIESEL EFFECT OF ALCOHOLS AS SUPPLEMENTAL FUEL FOR TURBOCHARGED DIESEL ENGINES
DETERMINATIONS COMPULSORY BLOOD ALCOHOL DETERMINATIONS IN ROAD CRASH CASUALTIES: EXPERIENCE FOL- LOWING RECENT AUSTRALIAN LEGISLATION	HS-017 921	HS-017 807
DEVICE MARK II INTEGRATED DRIVER VISION TESTING DEVICE. FINAL REPORT	HS-801 781	PREPARATION AND OPERATION OF DIESEL EN- GINES IN CONSTRUCTION AND INDUSTRIAL MACHINERY FOR OPERATION IN COLD CLIMATES
PERISCOPE DEVICE FIELD EVALUATION BY GOVERNMENT DRIVERS	HS-801 382	HS-017 831
DIABETICS THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF		SOME EXPERIENCES OF FUEL DILUTION OF LUBRICATING OILS IN SMALL DIESEL ENGINES
		HS-017 880
		DIFFERENCE DIFFERENCE IN BLOOD ALCOHOL LEVELS FOL- LOWING CONSUMPTION OF WHISKY AND BEER IN MAN
		HS-017 880
		DIFFERENTIATION ALCOHOLICS AND SOCIAL DRINKERS: CHARAC- TERISTICS AND DIFFERENTIATION
		HS-017 852
		DILEMMA USE OF ALUMINUM IN AUTOMOBILES--EFFECT ON THE ENERGY DILEMMA
		HS-017 788
		DILUTION SOME EXPERIENCES OF FUEL DILUTION OF LUBRICATING OILS IN SMALL DIESEL ENGINES
		HS-017 831
		DIMENSIONS MEASURING THE PHYSICAL DIMENSIONS OF U.S. INFANTS AND CHILDREN
		HS-017 838
		DIRECT A COMPARISON BETWEEN THE GAS CHROMATO- GRAPH INTOXIMETER AND A DIRECT BLOOD ANALYSIS
		HS-017 901

DIRECTIONAL

POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN
DRIVING ON SECTIONS OF SANDED, PRIMED SUR-
FACE ON HIGHWAY CURVES

HS-017 823

PRACTICAL SCIENTIFIC PROBLEMS ASSOCIATED
WITH DRINKING AND DRIVING LEGISLATION IN
ENGLAND

HS-017 904

DISCRETION

JUDICIAL DISCRETION IN DRINKING-DRIVING
CASES: AN EMPIRICAL STUDY OF INFLUENCES
AND CONSEQUENCES

HS-017 924

SOCIAL PATTERNS OF DRINKING IN YOUNG PE-
OPLE AND THE RELATED BLOOD ALCOHOL LEVELS

HS-017 882

THE DRINKING DRIVER: IDENTIFICATION OF HIGH-
RISK ALCOHOLICS

HS-017 867

DOSES

EFFECTS OF SMALL DOSES OF ALCOHOL ON THE
EYE MOVEMENTS OF DRIVERS

HS-017 876

THE EDMONTON STUDY, A PILOT PROJECT TO
DEMONSTRATE THE EFFECTIVENESS OF A PUBLIC
INFORMATION CAMPAIGN ON THE SUBJECT OF
DRINKING AND DRIVING

HS-017 931

THE INFLUENCE OF SMALL DOSES OF ALCOHOL
ON THE RATE OF DECISION MAKING

HS-017 886

THE EFFECT OF LOWERING THE LEGAL DRINKING
AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR
VEHICLE ACCIDENTS

HS-017 925

DRINK

ENFORCEMENT OF THE LAW IN GREAT BRITAIN
REGARDING MOTORISTS IMPAIRED BY DRINK:
SUCCESS AND PROBLEMS

HS-017 919

THE EFFECTIVENESS OF DRINKING-AND-DRIVING
LAWS IN SWEDEN AND GREAT BRITAIN

HS-017 915

DRINKERS

A COMPARISON OF CHANGES IN KNOWLEDGE AND
ATTITUDE BETWEEN PROBLEM DRINKERS AND
NON-PROBLEM DRINKERS FOLLOWING A REEDU-
CATION PROGRAM

HS-017 923

THE IMPACT OF THE CHANGE IN THE DRINKING
AGE ON THE COLLISION BEHAVIOUR (BEHAVIOR)
OF YOUNG DRIVERS

HS-017 926

ALCOHOLICS AND SOCIAL DRINKERS: CHARAC-
TERISTICS AND DIFFERENTIATION

HS-017 852

THE IMPORTANCE OF PSYCHOSOCIAL FACTORS ON
DRINKING IN ALCOHOLICS: RELEVANCE FOR

DRINKING CHARACTERISTICS OF DWI IN-
DIVIDUALS SCREENED AS PROBLEM DRINKERS

HS-017 866

TRAFFIC SAFETY

HS-017 871

THE EFFECT OF REHABILITATION ON THE DRIV-
ING BEHAVIOR OF PROBLEM DRINKERS

HS-017 922

THE USE OF A SCREENING TEST FOR DRINKING
DRIVERS IN CONJUNCTION WITH AN AUTOMATIC
DATA PROCESSING UNIT

HS-017 920

DRINKING

CROSS-NATIONAL COMPARISONS OF DRINKING
DRIVING LAWS

HS-017 913

THE VERMONT DRIVER PROFILE: A PSYCHOMET-
RIC APPROACH TO EARLY IDENTIFICATION OF
POTENTIAL HIGH-RISK DRINKING DRIVERS

HS-017 868

DRINKING AND DRIVING IN THE NETHERLANDS
OVER A FOUR-YEAR PERIOD

HS-017 854

DRIVER

DRINKING CHARACTERISTICS OF DWI IN-
DIVIDUALS SCREENED AS PROBLEM DRINKERS

HS-017 866

"WILL THE REAL DRUGGED DRIVER PLEASE
STAND UP?" AN ANALYTICAL TOXICOLOGY AS-
SESSMENT OF DRUGS AND DRIVING

HS-017 908

EXPERIMENTAL EVALUATION OF A COMMUNITY-
BASED CAMPAIGN AGAINST DRINKING AND DRIV-
ING

HS-017 935

DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS:
VOL. 2. ASSESSMENT TECHNIQUES FOR OPERA-
TIONAL USERS. FINAL REPORT

HS-801 770

DRINKING CHARACTERISTICS OF DWI IN-
DIVIDUALS SCREENED AS PROBLEM DRINKERS

HS-017 866

DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS:
VOLUME I. THE STATE-OF-THE-ART IN DRIVER
PROBLEM DIAGNOSIS. FINAL REPORT

HS-801 769

IDENTIFICATION OF THE DRINKING DRIVER

HS-017 870

DRIVER IMPROVEMENT TRAINING AND EVALUA-
TION. FINAL REPORT

HS-801 125

JUDICIAL DISCRETION IN DRINKING-DRIVING
CASES: AN EMPIRICAL STUDY OF INFLUENCES
AND CONSEQUENCES

HS-017 924

DRIVER SCREENING FOR NIGHT DRIVING

HS-017 802

LAW ENFORCEMENT REQUIREMENTS FOR THE DE-
TECTION AND PREVENTION OF DRINKING AND
DRIVING IN CANADA

HS-017 918

DRIVER SEARCH AND SCAN PATTERNS IN NIGHT
DRIVING

HS-017 800

DRIVER VISUAL NEEDS IN NIGHT DRIVING.

HS-017 795

FIXED ILLUMINATION AS A FUNCTION OF DRIVER NEEDS	HS-017 804	THE USE OF A SCREENING TEST FOR DRINKING DRIVERS IN CONJUNCTION WITH AN AUTOMATIC DATA PROCESSING UNIT	HS-017 920
IDENTIFICATION OF THE DRINKING DRIVER	HS-017 870	THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGH-RISK DRINKING DRIVERS	HS-017 868
MARK II INTEGRATED DRIVER VISION TESTING DEVICE. FINAL REPORT	HS-017 781		
THE DRINKING DRIVER: IDENTIFICATION OF HIGH-RISK ALCOHOLICS	HS-017 867	DRIVING	
THE DRIVER EDUCATION EVALUATION PROGRAM (DEEP) STUDY. A REPORT TO THE CONGRESS	HS-017 766	"WILL THE REAL DRUGGED DRIVER PLEASE STAND UP?" AN ANALYTICAL TOXICOLOGY ASSESSMENT OF DRUGS AND DRIVING	HS-017 908
THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGH-RISK DRINKING DRIVERS	HS-017 868	A STATISTICAL PROFILE OF MOTOR VEHICLE OPERATORS WHO HAVE COMPLETED THE STATE OF CONNECTICUT DRIVING WHILE INTOXICATED REEDUCATION PROGRAM	HS-017 844
TRAFFIC VIOLATIONS IN RELATION TO DRIVER CHARACTERISTICS AND ACCIDENT FREQUENCY. FINAL REPORT	HS-017 943	ALCOHOL ABUSE IN FIRST OFFENDERS ARRESTED FOR DRIVING WHILE INTOXICATED	HS-017 865
VEHICLE-BORNE DRUNK DRIVER COUNTERMEASURES	HS-017 879	ALCOHOL, DRUGS, AND DRIVING BEHAVIOUR IN SWITZERLAND	HS-017 884
DRIVERS		ALCOHOL, DRUGS, AND DRIVING: RELATIVE PRIORITIES FOR BASIC AND APPLIED RESEARCH	HS-017 861
BREATHALYSED DRIVERS--TO COURT OR CLINIC?	HS-017 822	CONTRAST REQUIREMENTS OF URBAN DRIVING	HS-017 799
CHARACTERISTICS OF LATE-NIGHT, WEEKEND DRIVERS: RESULTS OF THE U.S. NATIONAL ROAD-SIDE BREATH-TESTING SURVEY AND SEVERAL LOCAL SURVEYS	HS-017 855	CROSS-NATIONAL COMPARISONS OF DRINKING DRIVING LAWS	HS-017 913
EFFECTS OF SMALL DOSES OF ALCOHOL ON THE EYE MOVEMENTS OF DRIVERS	HS-017 876	DRINKING AND DRIVING IN THE NETHERLANDS OVER A FOUR-YEAR PERIOD	HS-017 854
IMMUNOASSAYS FOR THE DETECTION OF DRUGS IN DRIVERS	HS-017 909	DRIVER SCREENING FOR NIGHT DRIVING	HS-017 802
MEDICAL CONCLUSIONS FROM THE CLINICAL TESTS OF DRUNKEN DRIVERS WITH HIGH ALCOHOL LEVELS	HS-017 883	DRIVER SEARCH AND SCAN PATTERNS IN NIGHT DRIVING	HS-017 800
MOTOR CLAIMS OF ABSTAINING DRIVERS	HS-017 938	DRIVER VISUAL NEEDS IN NIGHT DRIVING.	HS-017 795
PATTERNS OF BLOOD ALCOHOL CONCENTRATIONS AMONG DRIVERS	HS-017 856	DRUG ABUSE AND DRIVING PERFORMANCE. VOL. 2, APPENDICES B THROUGH F. FINAL REPORT	HS-000 755
PERISCOPE DEVICE FIELD EVALUATION BY GOVERNMENT DRIVERS	HS-017 382	DRUG EFFECTS ON EMOTIONS: RELEVANCE TO DRIVING ACCIDENTS	HS-017 872
ROADSIDE SURVEYS, DEMOGRAPHICS AND BACS [BLOOD ALCOHOL CONCENTRATIONS] OF DRIVERS	HS-017 853	DRUNK DRIVING: OUTLINE OF A PUBLIC INFORMATION AND EDUCATION PROGRAM	HS-017 928
THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOR [BEHAVIOR] OF YOUNG DRIVERS	HS-017 926	EXPERIMENTAL EVALUATION OF A COMMUNITY-BASED CAMPAIGN AGAINST DRINKING AND DRIVING	HS-017 935
THE PREVALENCE OF DRUGS IN FATALLY INJURED DRIVERS	HS-017 863	JUDICIAL DISCRETION IN DRINKING-DRIVING CASES: AN EMPIRICAL STUDY OF INFLUENCES AND CONSEQUENCES	HS-017 924

May 31, 1976

LAW ENFORCEMENT REQUIREMENTS FOR THE DETECTION AND PREVENTION OF DRINKING AND DRIVING IN CANADA

HS-017 918

MASS ARRESTS FOR IMPAIRED DRIVING MAY NOT PREVENT TRAFFIC DEATHS

HS-017 869

POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN DRIVING ON SECTIONS OF SANDED, PRIMED SURFACE ON HIGHWAY CURVES

HS-017 823

PRACTICAL SCIENTIFIC PROBLEMS ASSOCIATED WITH DRINKING AND DRIVING LEGISLATION IN ENGLAND

HS-017 904

THE EDMONTON STUDY. A PILOT PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF A PUBLIC INFORMATION CAMPAIGN ON THE SUBJECT OF DRINKING AND DRIVING

HS-017 931

THE EFFECT OF REHABILITATION ON THE DRIVING BEHAVIOR OF PROBLEM DRINKERS

HS-017 922

THE EFFECTIVENESS OF DRINKING-AND-DRIVING LAWS IN SWEDEN AND GREAT BRITAIN

HS-017 915

THE INFLUENCE OF SEX AND PERSONALITY FACTORS UPON THE EFFECTS OF TRANQUILIZERS ON DRIVING PERFORMANCE

HS-017 887

THE INTERACTION OF ALCOHOL AND DELTA 9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING

HS-017 893

THE PHARMACOKINETIC COMPONENT OF DRUG EFFECTS ON DRIVING SKILLS

HS-017 873

THE RELATIONSHIP BETWEEN SELF-REPORTED DRUNKEN DRIVING, ALCOHOL CONSUMPTION, AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS

HS-017 864

VALIDITY OF DRIVING SIMULATOR STUDIES FOR PREDICTING DRUG EFFECTS IN REAL DRIVING SITUATIONS

HS-017 874

DRUG

ALCOHOL, MARIJUANA AND OTHER DRUG PATTERNS AMONG OPERATORS INVOLVED IN FATAL MOTOR VEHICLE ACCIDENTS

HS-017 860

ASPECTS OF DRUG ANALYSES IN RELATION TO ROAD TRAFFIC LEGISLATION AND SUPERVISION

HS-017 896

DRUG ABUSE AND DRIVING PERFORMANCE. VOL. 2, APPENDICES B THROUGH F. FINAL REPORT

HS-800 755

DRUG AFTER EFFECTS AND TRAFFIC SAFETY

HS-017 891

DRUG EFFECTS ON EMOTIONS: RELEVANCE TO DRIVING ACCIDENTS

HS-017 872

PATTERNS OF DRUG ABUSE AND THEIR RELATIONSHIP TO TRAFFIC ACCIDENTS

HS-017 857

RELIABILITY AND SIGNIFICANCE OF RESULTS OF ALCOHOL AND DRUG ANALYSES

HS-017 894

THE PHARMACOKINETIC COMPONENT OF DRUG EFFECTS ON DRIVING SKILLS

HS-017 873

VALIDITY OF DRIVING SIMULATOR STUDIES FOR PREDICTING DRUG EFFECTS IN REAL DRIVING SITUATIONS

HS-017 874

DRUGGED

"WILL THE REAL DRUGGED DRIVER PLEASE STAND UP?" AN ANALYTICAL TOXICOLOGY ASSESSMENT OF DRUGS AND DRIVING

HS-017 908

DRUGS

"WILL THE REAL DRUGGED DRIVER PLEASE STAND UP?" AN ANALYTICAL TOXICOLOGY ASSESSMENT OF DRUGS AND DRIVING

HS-017 908

ALCOHOL, DRUGS AND CARBON MONOXIDE IN TRAFFIC FATALITIES IN PUERTO RICO

HS-017 859

ALCOHOL, DRUGS, AND DRIVING BEHAVIOUR IN SWITZERLAND

HS-017 884

ALCOHOL, DRUGS, AND DRIVING: RELATIVE PRIORITIES FOR BASIC AND APPLIED RESEARCH

HS-017 861

ALCOHOL, DRUGS, AND TRAFFIC SAFETY. PROCEEDINGS OF THE INTERNATIONAL CONFERENCE (6TH) TORONTO, SEPTEMBER 8-13, 1974

HS-017 850

COMPUTER-ELECTRONYSTAGMOGRAPHY: A USEFUL TOOL IN EVALUATING INFLUENCE OF PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC SAFETY

HS-017 877

EPIDEMIOLOGIC ISSUES ABOUT ALCOHOL, OTHER DRUGS AND HIGHWAY SAFETY

HS-017 851

IMMUNOASSAYS FOR THE DETECTION OF DRUGS IN DRIVERS

HS-017 909

INTERACTIONS OF SOME STREET DRUGS

HS-017 892

INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE AND OTHER DRUGS IN TRAFFIC FATALITIES

HS-017 907

PUBLIC INFORMATION PROGRAMS RELATED TO ALCOHOL, DRUGS, AND TRAFFIC SAFETY

HS-017 929

THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY

HS-017 888

THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: II. FIELD STUDIES WITH AN INSTRUMENTED AUTOMOBILE

HS-017 889

THE PREVALENCE OF DRUGS IN FATALLY INJURED DRIVERS

HS-017 863

DRUNK

DRUNK DRIVING: OUTLINE OF A PUBLIC INFORMATION AND EDUCATION PROGRAM

HS-017 928

VEHICLE-BORNE DRUNK DRIVER COUNTERMEASURES

HS-017 879

DRUNKEN

MEDICAL CONCLUSIONS FROM THE CLINICAL TESTS OF DRUNKEN DRIVERS WITH HIGH ALCOHOL LEVELS

HS-017 883

THE RELATIONSHIP BETWEEN SELF-REPORTED DRUNKEN DRIVING, ALCOHOL CONSUMPTION, AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS

HS-017 864

DUMMY

ANTHROPOMORPHIC DUMMY POSITIONING REPEATABILITY, AND STABILITY TESTS. FINAL REPORT

HS-017 754

INVESTIGATION OF TEST PARAMETERS AFFECTING FLEXION PROPERTIES OF PART 572 DUMMY NECK, LUMBAR SPINE, AND ABDOMEN. FINAL REPORT

HS-017 753

DURABILITY

THE EFFECT OF LUBRICANT ADDITIVES ON THE DURABILITY OF PLATINUM OXIDISING CATALYSTS

HS-017 812

DWI

DRINKING CHARACTERISTICS OF DWI INDIVIDUALS SCREENED AS PROBLEM DRINKERS

HS-017 866

EARLY

THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGH-RISK DRINKING DRIVERS

HS-017 868

ECONOLINE

ENGINEERING THE THIRD GENERATION ECONOLINE

HS-017 815

MANUFACTURING THE THIRD GENERATION ECONOLINE

HS-017 816

ECONOMICS

THE ECONOMICS OF CONVENTIONAL P/M [POWDER METALLURGY] PARTS PRODUCTION IN THE U.S.

HS-017 785

EDMONTON

THE EDMONTON STUDY. A PILOT PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF A PUBLIC INFORMATION CAMPAIGN ON THE SUBJECT OF DRINKING AND DRIVING

HS-017 931

EDUCATION

ALCOHOL SAFETY ACTION PROJECTS EVALUATION OF OPERATIONS-1974. VOL. 2: DETAILED ANALYSIS. CH. 6: EVALUATION OF THE PUBLIC INFORMATION AND EDUCATION COUNTERMEASURE ACTIVITIES

HS-801 708

CAN ALCOHOL EDUCATION CHANGE THE ROLE OF YOUTH ON OUR HIGHWAYS?

HS-017 934

DRUNK DRIVING: OUTLINE OF A PUBLIC INFORMATION AND EDUCATION PROGRAM

HS-017 928

THE DRIVER EDUCATION EVALUATION PROGRAM (DEEP) STUDY. A REPORT TO THE CONGRESS

HS-801 766

THE ROLE OF ATTITUDES IN SECONDARY SCHOOL ALCOHOL-TRAFFIC SAFETY EDUCATION

HS-017 936

TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL

HS-017 941

ELASTOMERIC

PERFORMANCE CHARACTERISTICS OF ELASTOMERIC BUMPER FASCIA

HS-017 848

THE APPLICATION OF ELASTOMERIC BUCKLING COLUMNS IN AN ENERGY MANAGEMENT BUMPER SYSTEM

HS-017 849

ELECTRONYSTAGMOGRAPHY

COMPUTER-ELECTRONYSTAGMOGRAPHY: A USEFUL TOOL IN EVALUATING INFLUENCE OF PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC SAFETY

HS-017 877

EMERGENCY

THE ROLE OF HELICOPTERS IN EMERGENCY MEDICAL CARE SYSTEMS

HS-017 794

EMISSION

COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS

HS-017 830

EMISSIONS

SULFURIC ACID EMISSIONS FROM AN OXIDATION-CATALYST EQUIPPED VEHICLE

HS-017 786

EMOTIONS

DRUG EFFECTS ON EMOTIONS: RELEVANCE TO DRIVING ACCIDENTS

HS-017 872

EMPIRICAL

JUDICIAL DISCRETION IN DRINKING-DRIVING CASES: AN EMPIRICAL STUDY OF INFLUENCES AND CONSEQUENCES

HS-017 924

ENERGY

COST AND ENERGY CONSERVATION WITH POWDER METALLURGY

HS-017 784

THE APPLICATION OF ELASTOMERIC BUCKLING COLUMNS IN AN ENERGY MANAGEMENT BUMPER SYSTEM

HS-017 849

USE OF ALUMINUM IN AUTOMOBILES-EFFECT ON THE ENERGY DILEMMA

HS-017 788

ENFORCEMENT

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 2: EVALUATION OF THE ENFORCEMENT COUNTERMEASURE ACTIVITIES

HS-801 727

ENFORCEMENT OF THE LAW IN GREAT BRITAIN REGARDING MOTORISTS IMPAIRED BY DRINK: SUCCESS AND PROBLEMS

HS-017 919

LAW ENFORCEMENT REQUIREMENTS FOR THE DETECTION AND PREVENTION OF DRINKING AND DRIVING IN CANADA

HS-017 918

PROBLEMS OF ENFORCEMENT, ADJUDICATION AND SANCTIONING

HS-017 914

ENGINE

A TEST PROCEDURE FOR EVALUATING TEMPORARY-SHEAR LOSS OF ENGINE LUBRICANTS

HS-017 778

COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS

HS-017 830

FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS

HS-017 813

MAINTENANCE OF AUTOMOTIVE ENGINE COOLING SYSTEMS--HS40. 3RD ED.

HS-017 819

PREDICTING THE SHEAR STABILITY OF MULTIGRADE ENGINE OILS FROM BENCH TESTS

HS-017 776

SIMULATION MODEL FOR A CRANKCASE-COMPRESSOR TWO-STROKE SPARK-IGNITION ENGINE INCLUDING INTAKE AND EXHAUST SYSTEMS

HS-017 833

ENGINE

FACTORS INFLUENCING THE HOT FUEL VAPOUR HANDLING CHARACTERISTICS OF GASOLINE ENGINED AUTOMOBILES

HS-017 827

ENGINES

A COMPUTER PROGRAM FOR CALCULATING PROPERTIES OF EQUILIBRIUM COMBUSTION PRODUCTS WITH SOME APPLICATIONS TO I.C. ENGINES

HS-017 810

EFFECT OF ALCOHOLS AS SUPPLEMENTAL FUEL FOR TURBOCHARGED DIESEL ENGINES

HS-017 811

PREPARATION AND OPERATION OF DIESEL ENGINES IN CONSTRUCTION AND INDUSTRIAL MACHINERY FOR OPERATION IN COLD CLIMATES

HS-017 807

SOME EXPERIENCES OF FUEL DILUTION OF LUBRICATING OILS IN SMALL DIESEL ENGINES

HS-017 831

ENGLAND

PRACTICAL SCIENTIFIC PROBLEMS ASSOCIATED WITH DRINKING AND DRIVING LEGISLATION IN ENGLAND

HS-017 904

ENVIRONMENT

CONTROL OF THE SUBWAY ENVIRONMENT

HS-017 787

ENVIRONMENTAL

HUMAN AND ENVIRONMENTAL FACTORS IN ALCOHOL-RELATED TRAFFIC ACCIDENTS

HS-017 862

EPIDEMIOLOGIC

EPIDEMIOLOGIC ISSUES ABOUT ALCOHOL, OTHER DRUGS AND HIGHWAY SAFETY

HS-017 851

EPIDEMIOLOGY

THE EPIDEMIOLOGY OF TRAFFIC ACCIDENTS AND THE EFFECT OF THE 1969 BREATHALYSER LAW IN CANADA

HS-017 917

EQUILIBRIUM

A COMPUTER PROGRAM FOR CALCULATING PROPERTIES OF EQUILIBRIUM COMBUSTION PRODUCTS WITH SOME APPLICATIONS TO I.C. ENGINES

HS-017 810

ERRORS

ERRORS IN CURRENT ALCOHOL BREATH ANALYSIS

HS-017 898

ESV

CRASH INJURY REDUCTION AND POST-CRASH FACTORS EVALUATIONS. FORD ESV'S--FORTY MPH, FIFTY-MPH, AND LOW-SPEED BARRIER IMPACTS. FINAL REPORT

HS-801 052

ETHANOL

ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS

HS-017 890

EVALUATIONS		
CRASH INJURY REDUCTION AND POST-CRASH FACTORS EVALUATIONS. FORD ESV'S-FORTY MPH, FIFTY-MPH, AND LOW-SPEED BARRIER IMPACTS. FINAL REPORT	HS-801 052	HS-017 818
EVIDENCE		
A SYSTEM FOR BREATH ALCOHOL ANALYSIS, AND A SYSTEM TO COLLECT AND PRESERVE BREATH EVIDENCE OF BLOOD INTOXICANTS	HS-017 910	HS-017 837
ALCOHOL CONCENTRATION IN URINE AND ITS FORENSIC EVIDENCE	HS-017 905	
EXHAUST		
SIMULATION MODEL FOR A CRANKCASE-COMPRESSOR TWO-STROKE SPARK-IGNITION ENGINE INCLUDING INTAKE AND EXHAUST SYSTEMS	HS-017 833	HS-017 796
EXPERIENCES		
SOME EXPERIENCES OF FUEL DILUTION OF LUBRICATING OILS IN SMALL DIESEL ENGINES	HS-017 831	HS-017 753
EYE		
EFFECTS OF ALCOHOL ON VISUAL ACCOMMODATION AND EYE MOVEMENT LATENCY	HS-017 875	
EFFECTS OF SMALL DOSES OF ALCOHOL ON THE EYE MOVEMENTS OF DRIVERS	HS-017 876	HS-017 828
FASCIA		
PERFORMANCE CHARACTERISTICS OF ELASTOMERIC BUMPER FASCIA	HS-017 848	HS-017 502
FATAL		
ALCOHOL, MARIJUANA AND OTHER DRUG PATTERNS AMONG OPERATORS INVOLVED IN FATAL MOTOR VEHICLE ACCIDENTS	HS-017 860	HS-017 740
FATALITIES		
ALCOHOL, DRUGS AND CARBON MONOXIDE IN TRAFFIC FATALITIES IN PUERTO RICO	HS-017 859	
INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE AND OTHER DRUGS IN TRAFFIC FATALITIES	HS-017 907	
MOTORCYCLIST HELMET AND DAYTIME HEADLAMP USE LAWS: EFFECTS ON USE AND FATALITIES	HS-017 824	HS-017 052
THE INVESTIGATION OF BLOOD ALCOHOL LEVELS IN 967 ROAD ACCIDENT FATALITIES	HS-017 930	
FATALLY		
THE PREVALENCE OF DRUGS IN FATALLY INJURED DRIVERS	HS-017 863	HS-017 899
FATIGUE		
TENSILE-SHEAR AND FATIGUE PROPERTIES OF RESISTANCE AND MIG SPOT WELDS OF SOME ALUMINUM AUTO BODY SHEET ALLOYS		
FIRES		
POST-COLLISION VEHICLE FIRES. PROJECT REPORT		
FIXED		
FIXED ILLUMINATION AS A FUNCTION OF DRIVER NEEDS		HS-017 804
NIGHT VISIBILITY UNDER DIFFERENT SYSTEMS OF FIXED ROADWAY LIGHTING: A PROGRESS REPORT		HS-017 796
FLEXION		
INVESTIGATION OF TEST PARAMETERS AFFECTING FLEXION PROPERTIES OF PART 572 DUMMY NECK, LUMBAR SPINE, AND ABDOMEN. FINAL REPORT		HS-017 753
FLOW		
EXPERIMENTAL AND THEORETICAL PERFORMANCE OF A RADIAL FLOW TURBOCHARGER COMPRESSOR WITH INLET PREWHIRL		
FORD		
CRASH INJURY REDUCTION AND POST-CRASH FACTORS EVALUATIONS. FORD ESV'S-FORTY MPH, FIFTY-MPH, AND LOW-SPEED BARRIER IMPACTS. FINAL REPORT		
FOREIGN		
MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS REPORTED TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION BY DOMESTIC AND FOREIGN VEHICLE MANUFACTURERS, JULY 1 1975 TO SEPTEMBER 30, 1975		HS-017 905
FORENSIC		
ALCOHOL CONCENTRATION IN URINE AND ITS FORENSIC EVIDENCE		HS-017 905
FORTY		
CRASH INJURY REDUCTION AND POST-CRASH FACTORS EVALUATIONS. FORD ESV'S-FORTY MPH, FIFTY-MPH, AND LOW-SPEED BARRIER IMPACTS. FINAL REPORT		
FREE		
THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO		
FREQUENCY		
TRAFFIC VIOLATIONS IN RELATION TO DRIVER CHARACTERISTICS AND ACCIDENT FREQUENCY. FINAL REPORT		HS-017 943

May 31, 1976

FRONT

ADVANCED PASSIVE RESTRAINT SYSTEM FOR SUB-COMPACT SIZE VEHICLE FRONT SEAT PASSENGERS. PROGRESS REPORT NO. 16, 6 OCTOBER 1975 TO 2 NOVEMBER 1975

HS-017 768

FRONTAL

INJURY NUMBERS FOR VARIOUS FRONTAL CRASH TESTS

HS-017 843

FUEL

AUTOMOTIVE FUEL SAVINGS THROUGH SELECTED LUBRICANTS

HS-017 775

EFFECT OF ALCOHOLS AS SUPPLEMENTAL FUEL FOR TURBOCHARGED DIESEL ENGINES

HS-017 811

FACTORS INFLUENCING THE HOT FUEL VAPOUR HANDLING CHARACTERISTICS OF GASOLINE ENGINED AUTOMOBILES

HS-017 827

IMPROVED ASBESTOS MATRICES FOR ALKALINE FUEL CELLS

HS-017 809

SOME EXPERIENCES OF FUEL DILUTION OF LUBRICATING OILS IN SMALL DIESEL ENGINES

HS-017 831

FUELLED

COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS

HS-017 830

FUNCTION

FIXED ILLUMINATION AS A FUNCTION OF DRIVER NEEDS

HS-017 804

FY

TRAFFIC SAFETY PROGRAMS CONTRACTS. RESEARCH AND DEVELOPMENT, DEMONSTRATIONS, MANPOWER DEVELOPMENT. FY 1975-FY 1976

HS-017 725

GAS

A COMPARISON BETWEEN THE GAS CHROMATOGRAPH INTOXIMETER AND A DIRECT BLOOD ANALYSIS

HS-017 901

BREATH ALCOHOL ANALYSIS BY GAS CHROMATOGRAPHY: TWO YEARS' EXPERIENCE WITH FIELD COLLECTED SAMPLES

HS-017 903

COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS

HS-017 830

GASOLINE

FACTORS INFLUENCING THE HOT FUEL VAPOUR HANDLING CHARACTERISTICS OF GASOLINE ENGINED AUTOMOBILES

HS-017 827

GENERATION

ENGINEERING THE THIRD GENERATION ECONOLINE

HS-017 815

MANUFACTURING THE THIRD GENERATION ECONOLINE

HS-017 816

GERMANY

THE HAMBURG, W. GERMANY, 1973 REPORT QUESTIONING THE RELIABILITY OF BREATH ALCOHOL INSTRUMENTS FOR MEDICOLEGAL USE IN TRAFFIC CASES

HS-017 906

GOVERNMENT

GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS

HS-017 835

PERISCOPE DEVICE FIELD EVALUATION BY GOVERNMENT DRIVERS

HS-017 382

GRADING

GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS

HS-017 835

UNIFORM TIRE QUALITY GRADING-TREADWEAR. FINAL REPORT

HS-017 784

HAMBURG

THE HAMBURG, W. GERMANY, 1973 REPORT QUESTIONING THE RELIABILITY OF BREATH ALCOHOL INSTRUMENTS FOR MEDICOLEGAL USE IN TRAFFIC CASES

HS-017 906

HANDLING

FACTORS INFLUENCING THE HOT FUEL VAPOUR HANDLING CHARACTERISTICS OF GASOLINE ENGINED AUTOMOBILES

HS-017 827

THE USE OF ACCIDENT DATA IN STUDYING VEHICLE HANDLING PERFORMANCE

HS-017 829

HEAD

FIELD AND COMPUTER-SIMULATED EVALUATION OF HEAD LAMP BEAMS

HS-017 801

THE ADVANTAGES OF AUTOMATED BLOOD ALCOHOL DETERMINATION BY HEAD SPACE ANALYSIS

HS-017 900

HEADLAMP

MOTORCYCLIST HELMET AND DAYTIME HEADLAMP USE LAWS: EFFECTS ON USE AND FATALITIES

HS-017 824

HEADLIGHT

DEVELOPMENT OF A HEADLIGHT EVALUATION MODEL

HS-017 798

HELICOPTERS	THE ROLE OF HELICOPTERS IN EMERGENCY MEDICAL CARE SYSTEMS	HS-017 794	THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY	HS-017 888
HELMET	MOTORCYCLIST HELMET AND DAYTIME HEADLAMP USE LAWS: EFFECTS ON USE AND FATALITIES	HS-017 824	THE EFFECT OF ALCOHOL ON HUMAN INFORMATION PROCESSING RATE	HS-017 885
HELMETS	EFFECT OF SAFETY HELMETS ON AUDITORY CAPABILITY	HS-801 759		
	FIELD OF VIEW WITH AND WITHOUT MOTORCYCLE HELMETS. FINAL TECHNICAL REPORT	HS-801 758		
HIGH	MEDICAL CONCLUSIONS FROM THE CLINICAL TESTS OF DRUNKEN DRIVERS WITH HIGH ALCOHOL LEVELS	HS-017 883	HYPEREXTENSION	
	THE DRINKING DRIVER: IDENTIFICATION OF HIGH-RISK ALCOHOLICS	HS-017 867	BIOENGINEERING STUDY OF BASIC PHYSICAL MEASUREMENTS RELATED TO SUSCEPTIBILITY TO CERVICAL HYPEREXTENSION-HYPERFLEXION INJURY. FINAL REPORT	HS-017 939
	THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGH-RISK DRINKING DRIVERS	HS-017 868	HYPERFLEXION	
HIGHWAY	EPIDEMIOLOGIC ISSUES ABOUT ALCOHOL, OTHER DRUGS AND HIGHWAY SAFETY	HS-017 851	BIOENGINEERING STUDY OF BASIC PHYSICAL MEASUREMENTS RELATED TO SUSCEPTIBILITY TO CERVICAL HYPEREXTENSION-HYPERFLEXION INJURY. FINAL REPORT	HS-017 939
	MATERIALS DEVELOPMENT FOR LEGISLATORS' SEMINAR IN ALCOHOL AND HIGHWAY SAFETY. FINAL REPORT	HS-801 774	IDENTIFICATION	
	MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS REPORTED TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION BY DOMESTIC AND FOREIGN VEHICLE MANUFACTURERS, JULY 1 1975 TO SEPTEMBER 30, 1975	HS-801 740	IDENTIFICATION OF THE DRINKING DRIVER	HS-017 870
	POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN DRIVING ON SECTIONS OF SANDED, PRIMED SURFACE ON HIGHWAY CURVES	HS-017 823	THE DRINKING DRIVER: IDENTIFICATION OF HIGH-RISK ALCOHOLICS	HS-017 867
HIGHWAYS	CAN ALCOHOL EDUCATION CHANGE THE ROLE OF YOUTH ON OUR HIGHWAYS?	HS-017 934	THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGH-RISK DRINKING DRIVERS	HS-017 868
HISTORICAL	A HISTORICAL AND EXPERIMENTAL STUDY OF THE BREATH/BLOOD ALCOHOL RATIO	HS-017 897	IGNITION	
HUMAN	HUMAN AND ENVIRONMENTAL FACTORS IN ALCOHOL-RELATED TRAFFIC ACCIDENTS	HS-017 862	COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS	HS-017 830
			SIMULATION MODEL FOR A CRANKCASE-COMPRESSOR TWO-STROKE SPARK-IGNITION ENGINE INCLUDING INTAKE AND EXHAUST SYSTEMS	HS-017 833
			ILLUMINATION	
			FIXED ILLUMINATION AS A FUNCTION OF DRIVER NEEDS	HS-017 804
			IMMUNOASSAYS	
			IMMUNOASSAYS FOR THE DETECTION OF DRUGS IN DRIVERS	HS-017 909
			IMPACT	
			ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS-1974. VOL. 2: DETAILED ANALYSIS. CH. 1: ASAP PROGRAM EVALUATION METHODOLOGY AND OVERALL PROGRAM IMPACT	HS-017 726
			THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOUR [BEHAVIOR] OF YOUNG DRIVERS	
				HS-017 926
			IMPACTS	
			CRASH INJURY REDUCTION AND POST-CRASH FAC-	

FIFTY-MPH. AND LOW-SPEED BARRIER IMPACTS.
FINAL REPORT

HS-801 052

IMPAIRED

ENFORCEMENT OF THE LAW IN GREAT BRITAIN
REGARDING MOTORISTS IMPAIRED BY DRINK:
SUCCESS AND PROBLEMS

HS-017 919

MASS ARRESTS FOR IMPAIRED DRIVING MAY NOT
PREVENT TRAFFIC DEATHS

HS-017 869

INDUSTRIAL

PREPARATION AND OPERATION OF DIESEL EN-
GINES IN CONSTRUCTION AND INDUSTRIAL
MACHINERY FOR OPERATION IN COLD CLIMATES

HS-017 807

INFANTS

MEASURING THE PHYSICAL DIMENSIONS OF U.S.
INFANTS AND CHILDREN

HS-017 838

INFERENTIAL

THE CANADIAN BREATHALIZER LEGISLATION: AN
INFERENTIAL EVALUATION

HS-017 916

INFLATORS

TEST EVALUATION OF THIOKOL INFLATORS FOR
AIR CUSHION RESTRAINT SYSTEMS. FINAL REPORT

HS-801 748

INFLUENCES

JUDICIAL DISCRETION IN DRINKING-DRIVING
CASES: AN EMPIRICAL STUDY OF INFLUENCES
AND CONSEQUENCES

HS-017 924

INJURED

THE PREVALENCE OF DRUGS IN FATALLY IN-
JURED DRIVERS

HS-017 863

INJURIES

VERTEBRAL COLUMN INJURIES AND SEAT BELTS

HS-017 840

INJURY

BIOENGINEERING STUDY OF BASIC PHYSICAL
MEASUREMENTS RELATED TO SUSCEPTIBILITY TO
CERVICAL HYPEREXTENSION-HYPERFLEXION IN-
JURY. FINAL REPORT

HS-017 939

CRASH INJURY REDUCTION AND POST-CRASH FAC-
TORS EVALUATIONS. FORD ESV'S--FORTY MPH,
FIFTY-MPH, AND LOW-SPEED BARRIER IMPACTS.
FINAL REPORT

HS-801 052

INJURY NUMBERS FOR VARIOUS FRONTAL CRASH
TESTS

HS-017 843

INLET

EXPERIMENTAL AND THEORETICAL PER-
FORMANCE OF A RADIAL FLOW TURBOCHARGER
COMPRESSOR WITH INLET PREWHIRL

HS-017 828

INSTRUMENTED

THE COMBINED EFFECTS OF ALCOHOL AND COM-
MON PSYCHOACTIVE DRUGS: II. FIELD STUDIES
WITH AN INSTRUMENTED AUTOMOBILE

HS-017 889

INSTRUMENTS

THE HAMBURG, W. GERMANY, 1973 REPORT
QUESTIONING THE RELIABILITY OF BREATH AL-
COHOL INSTRUMENTS FOR MEDICOLEGAL USE IN
TRAFFIC CASES

HS-017 906

INTAKE

COMBUSTION, KNOCK AND EMISSION CHARAC-
TERISTICS OF A NATURAL GAS FUELLED SPARK
IGNITION ENGINE WITH PARTICULAR REFERENCE
TO LOW INTAKE TEMPERATURE CONDITIONS

HS-017 830

SIMULATION MODEL FOR A CRANKCASE-COM-
PRESSION TWO-STROKE SPARK-IGNITION ENGINE
INCLUDING INTAKE AND EXHAUST SYSTEMS

HS-017 833

INTEGRATED

AIR CONDITIONING--THE INTEGRATED SYSTEM

HS-017 781

MARK II INTEGRATED DRIVER VISION TESTING
DEVICE. FINAL REPORT

HS-017 781

INTERACTION

THE INTERACTION OF ALCOHOL AND DELTA 9-
TETRAHYDROCANNABINOL IN MAN: EFFECTS ON
PSYCHOMOTOR SKILLS RELATED TO DRIVING

HS-017 893

INTERACTIONS

INTERACTIONS OF SOME STREET DRUGS

HS-017 892

INTERLOCK

SAFETY BELT INTERLOCK SYSTEM USAGE SUR-
VEY. MONTHLY PROGRESS REPORT NO. 11

HS-017 795

INTERSECTION

INTERSECTION CONFLICTS

HS-017 820

INTOXICANTS

A SYSTEM FOR BREATH ALCOHOL ANALYSIS, AND
A SYSTEM TO COLLECT AND PRESERVE BREATH
EVIDENCE OF BLOOD INTOXICANTS

HS-017 910

INTOXICATED

A STATISTICAL PROFILE OF MOTOR VEHICLE
OPERATORS WHO HAVE COMPLETED THE STATE
OF CONNECTICUT DRIVING WHILE INTOXICATED
REEDUCATION PROGRAM

HS-017 844

ALCOHOL ABUSE IN FIRST OFFENDERS ARRESTED
FOR DRIVING WHILE INTOXICATED

HS-017 865

A COMPARISON BETWEEN THE GAS CHROMATOGRAPH INTOXIMETER AND A DIRECT BLOOD ANALYSIS

HS-017 901

INVESTIGATIONS

INVESTIGATIONS INTO LIGHT TRAFFIC I
[BICYCLES, MOTORCYCLES]

HS-017 940

INVOLVEMENT

INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE
AND OTHER DRUGS IN TRAFFIC FATALITIES

HS-017 907

ISOLATOR

THE SHOCK ISOLATOR FOR THE BUMPER SYSTEM

HS-017 847

JOINT

A JOINT VENTURE OF RECYCLING IN PLANT
WASTE OILS

HS-017 779

JUDICIAL

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION
OF OPERATIONS-1974. VOL. 2: DETAILED
ANALYSIS. CH. 3: EVALUATION OF THE JUDICIAL
AND LEGISLATIVE COUNTERMEASURE ACTIVITIES

HS-801 709

JUDICIAL DISCRETION IN DRINKING-DRIVING
CASES: AN EMPIRICAL STUDY OF INFLUENCES
AND CONSEQUENCES

HS-017 924

KINGDOM

ROAD SAFETY OF CHILDREN IN THE UNITED
KINGDOM

HS-017 841

KNOCK

COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS
OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE
TO LOW INTAKE TEMPERATURE CONDITIONS

HS-017 830

KNOWLEDGE

A COMPARISON OF CHANGES IN KNOWLEDGE AND
ATTITUDE BETWEEN PROBLEM DRINKERS AND
NON-PROBLEM DRINKERS FOLLOWING A REEDU-
CTION PROGRAM

HS-017 923

LAMP

FIELD AND COMPUTER-SIMULATED EVALUATION
OF HEAD LAMP BEAMS

HS-017 801

LATENCY

EFFECTS OF ALCOHOL ON VISUAL ACCOMMODA-
TION AND EYE MOVEMENT LATENCY

HS-017 875

LAW

ENFORCEMENT OF THE LAW IN GREAT BRITAIN
REGARDING MOTORISTS IMPAIRED BY DRINK:
SUCCESS AND PROBLEMS

HS-017 919

TECTION AND PREVENTION OF DRINKING AND
DRIVING IN CANADA

HS-017 918

THE EPIDEMIOLOGY OF TRAFFIC ACCIDENTS AND
THE EFFECT OF THE 1969 BREATHALYSER LAW IN
CANADA

HS-017 917

LAWS

CROSS-NATIONAL COMPARISONS OF DRINKING
DRIVING LAWS

HS-017 913

MOTORCYCLIST HELMET AND DAYTIME
HEADLAMP USE LAWS: EFFECTS ON USE AND
FATALITIES

HS-017 824

THE EFFECTIVENESS OF DRINKING-AND-DRIVING
LAWS IN SWEDEN AND GREAT BRITAIN

HS-017 915

LEGAL

SOCIO-MEDICO-LEGAL ASPECTS OF ALCOHOL AND
ALCOHOLISM

HS-017 933

THE EFFECT OF LOWERING THE LEGAL DRINKING
AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR
VEHICLE ACCIDENTS

HS-017 925

LEGISLATION

ASPECTS OF DRUG ANALYSES IN RELATION TO
ROAD TRAFFIC LEGISLATION AND SUPERVISION

HS-017 896

COMPULSORY BLOOD ALCOHOL DETERMINATIONS
IN ROAD CRASH CASUALTIES: EXPERIENCE FOLLOWING RECENT AUSTRALIAN LEGISLATION

HS-017 921

PRACTICAL SCIENTIFIC PROBLEMS ASSOCIATED
WITH DRINKING AND DRIVING LEGISLATION IN
ENGLAND

HS-017 904

THE CANADIAN BREATHALYZER LEGISLATION: AN
INFERENTIAL EVALUATION

HS-017 916

THE COMPULSORY BREATHALYZER .05% LEGISLA-
TION IN VICTORIA

HS-017 927

LEGISLATIVE

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION
OF OPERATIONS-1974. VOL. 2: DETAILED
ANALYSIS. CH. 3: EVALUATION OF THE JUDICIAL
AND LEGISLATIVE COUNTERMEASURE ACTIVITIES

HS-801 709

LEGISLATORS

MATERIALS DEVELOPMENT FOR LEGISLATORS'
SEMINAR IN ALCOHOL AND HIGHWAY SAFETY.
FINAL REPORT

HS-801 774

LIGHTING

LIGHTING RESEARCH AT THE U.K. TRANSPORT
AND ROAD RESEARCH LABORATORY

HS-017 803

May 31, 1976

NIGHT VISIBILITY UNDER DIFFERENT SYSTEMS OF
FIXED ROADWAY LIGHTING: A PROGRESS REPORT
HS-017 796

LIGHTS

PARKING WITHOUT LIGHTS: THE EFFECT ON ACCIDENTS

HS-017 806

WARNING LIGHTS FOR SPECIAL PURPOSE VEHICLES

HS-801 786

LOCAL

CHARACTERISTICS OF LATE-NIGHT, WEEKEND DRIVERS: RESULTS OF THE U.S. NATIONAL ROAD-SIDE BREATH-TESTING SURVEY AND SEVERAL LOCAL SURVEYS

HS-017 855

LOSS

A TEST PROCEDURE FOR EVALUATING TEMPORARY-SHEAR LOSS OF ENGINE LUBRICANTS

HS-017 778

POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN DRIVING ON SECTIONS OF SANDED, PRIMED SURFACE ON HIGHWAY CURVES

HS-017 823

LOSSES

VISIBILITY LOSSES CAUSED BY TRANSIENT ADAPTATION AT LOW LUMINANCE LEVELS

HS-017 797

LOWERING

THE EFFECT OF LOWERING THE LEGAL DRINKING AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR VEHICLE ACCIDENTS

HS-017 925

LUBRICANT

THE EFFECT OF LUBRICANT ADDITIVES ON THE DURABILITY OF PLATINUM OXIDISING CATALYSTS

HS-017 812

THE ROLE OF LUBRICANT ADDITIVES IN CONTROLLING ABNORMAL COMBUSTION (ORI)

HS-017 814

LUBRICANTS

A TEST PROCEDURE FOR EVALUATING TEMPORARY-SHEAR LOSS OF ENGINE LUBRICANTS

HS-017 778

AUTOMOTIVE FUEL SAVINGS THROUGH SELECTED LUBRICANTS

HS-017 775

LUBRICATING

SOME EXPERIENCES OF FUEL DILUTION OF LUBRICATING OILS IN SMALL DIESEL ENGINES

HS-017 831

LUMBAR

INVESTIGATION OF TEST PARAMETERS AFFECTING FLEXION PROPERTIES OF PART 572 DUMMY NECK, LUMBAR SPINE, AND ABDOMEN. FINAL REPORT

HS-801 753

LUMINANCE

VISIBILITY LOSSES CAUSED BY TRANSIENT ADAPTATION AT LOW LUMINANCE LEVELS

HS-017 797

MACHINERY

PREPARATION AND OPERATION OF DIESEL ENGINES IN CONSTRUCTION AND INDUSTRIAL MACHINERY FOR OPERATION IN COLD CLIMATES

HS-017 807

MAINTENANCE

MAINTENANCE OF AUTOMOTIVE ENGINE COOLING SYSTEMS--HS40. 3RD ED.

HS-017 819

MAN

DIFFERENCE IN BLOOD ALCOHOL LEVELS FOLLOWING CONSUMPTION OF WHISKY AND BEER IN MAN

HS-017 880

THE INTERACTION OF ALCOHOL AND DELTA-9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING

HS-017 893

MANAGEMENT

THE APPLICATION OF ELASTOMERIC BUCKLING COLUMNS IN AN ENERGY MANAGEMENT BUMPER SYSTEM

HS-017 849

WASTE OIL MANAGEMENT FROM SUMP TO END USE--A STATUS REPORT

HS-017 780

MANPOWER

TRAFFIC SAFETY PROGRAMS CONTRACTS, RESEARCH AND DEVELOPMENT, DEMONSTRATIONS, MANPOWER DEVELOPMENT. FY 1975-FY 1976

HS-801 725

MANUFACTURERS

MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS REPORTED TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION BY DOMESTIC AND FOREIGN VEHICLE MANUFACTURERS, JULY 1 1975 TO SEPTEMBER 30, 1975

HS-801 740

MANUFACTURING

MANUFACTURING THE THIRD GENERATION ECONOLINE

HS-017 816

MARIJUANA

A SIMPLE METHOD FOR THE DETERMINATION OF THE SMOKING OF MARIJUANA

HS-017 911

ALCOHOL AND MARIJUANA EFFECTS ON STATIC VISUAL ACUITY

HS-017 846

ALCOHOL, MARIJUANA AND OTHER DRUG PATTERNS AMONG OPERATORS INVOLVED IN FATAL MOTOR VEHICLE ACCIDENTS

HS-017 860

MASS

MASS ARRESTS FOR IMPAIRED DRIVING MAY NOT
PREVENT TRAFFIC DEATHS

HS-017 869

MASS TRANSPORTATION VEHICLES AND PEOPLE
MOVERS

HS-017 789

MASS TRANSPORTATION: A NATIONAL COMMIT-
MENT

HS-017 792

MATERIALS

MATERIALS DEVELOPMENT FOR LEGISLATORS'
SEMINAR IN ALCOHOL AND HIGHWAY SAFETY.
FINAL REPORT

HS-801 774

MATRICES

IMPROVED ASBESTOS MATRICES FOR ALKALINE
FUEL CELLS

HS-017 809

MEASUREMENTS

BIOENGINEERING STUDY OF BASIC PHYSICAL
MEASUREMENTS RELATED TO SUSCEPTIBILITY TO
CERVICAL HYPEREXTENSION-HYPERFLEXION IN-
JURY. FINAL REPORT

HS-017 939

MEASURING

MEASURING THE PHYSICAL DIMENSIONS OF U.S.
INFANTS AND CHILDREN

HS-017 838

MEDICAL

MEDICAL CONCLUSIONS FROM THE CLINICAL
TESTS OF DRUNKEN DRIVERS WITH HIGH AL-
COHOL LEVELS

HS-017 883

THE ROLE OF HELICOPTERS IN EMERGENCY MED-
ICAL CARE SYSTEMS

HS-017 794

MEDICO

SOCIO-MEDICO-LEGAL ASPECTS OF ALCOHOL AND
ALCOHOLISM

HS-017 933

MEDICOLEGAL

THE HAMBURG, W. GERMANY, 1973 REPORT
QUESTIONING THE RELIABILITY OF BREATH AL-
COHOL INSTRUMENTS FOR MEDICOLEGAL USE IN
TRAFFIC CASES

HS-017 906

METALLURGY

COST AND ENERGY CONSERVATION WITH POWDER
METALLURGY

HS-017 784

THE ECONOMICS OF CONVENTIONAL P/M [POWDER
METALLURGY] PARTS PRODUCTION IN THE U.S.

HS-017 785

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION
OF OPERATIONS-1974. VOL. 2: DETAILED
ANALYSIS. CH. 1: ASAP PROGRAM EVALUATION
METHODOLOGY AND OVERALL PROGRAM IMPACT
HS-801 726

MIG

TENSILE-SHEAR AND FATIGUE PROPERTIES OF RE-
SISTANCE AND MIG SPOT WELDS OF SOME ALU-
MINUM AUTO BODY SHEET ALLOYS

HS-017 818

MILWAUKEE

MOTOR CARRIER ACCIDENT INVESTIGATION. MT.
ZION BAPTIST CHURCH. ACCIDENT--MAY 30, 1975-
MILWAUKEE, WISCONSIN

HS-017 944

MODEL

DEVELOPMENT OF A HEADLIGHT EVALUATION
MODEL

HS-017 798

ONE MODEL FOR THE EVALUATION OF ASAP
REHABILITATION EFFORTS

HS-017 937

SIMULATION MODEL FOR A CRANKCASE-COM-
PRESSION TWO-STROKE SPARK-IGNITION ENGINE
INCLUDING INTAKE AND EXHAUST SYSTEMS

HS-017 833

MODERATE

EFFECTS OF LOW AND MODERATE LEVELS OF AL-
COHOL ON STEERING PERFORMANCE

HS-017 878

MONOXIDE

ALCOHOL, DRUGS AND CARBON MONOXIDE IN
TRAFFIC FATALITIES IN PUERTO RICO

HS-017 859

INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE
AND OTHER DRUGS IN TRAFFIC FATALITIES

HS-017 907

MOTOR

A STATISTICAL PROFILE OF MOTOR VEHICLE
OPERATORS WHO HAVE COMPLETED THE STATE OF
CONNECTICUT DRIVING WHILE INTOXICATED
REEDUCATION PROGRAM

HS-017 844

ALCOHOL, MARIJUANA AND OTHER DRUG PAT-
TERNS AMONG OPERATORS INVOLVED IN FATAL
MOTOR VEHICLE ACCIDENTS

HS-017 860

MOTOR CARRIER ACCIDENT INVESTIGATION. MT.
ZION BAPTIST CHURCH. ACCIDENT--MAY 30, 1975-
MILWAUKEE, WISCONSIN

HS-017 944

MOTOR CLAIMS OF ABSTAINING DRIVERS

HS-017 938

MOTOR VEHICLE SAFETY DEFECT RECALL CAM-
PAIGNS REPORTED TO THE NATIONAL HIGHWAY
TRAFFIC SAFETY ADMINISTRATION BY DOMESTIC
AND FOREIGN VEHICLE MANUFACTURERS, JULY 1
1975 TO SEPTEMBER 30, 1975

HS-801 740

THE EFFECT OF LOWERING THE LEGAL DRINKING AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR VEHICLE ACCIDENTS

HS-017 925

MOTORCYCLE

FIELD OF VIEW WITH AND WITHOUT MOTORCYCLE HELMETS. FINAL TECHNICAL REPORT

HS-801 758

SAFETY MOTORCYCLE

HS-017 834

MOTORCYCLES

INVESTIGATIONS INTO LIGHT TRAFFIC I
[BICYCLES, MOTORCYCLES]

HS-017 940

MOTORCYCLIST

MOTORCYCLIST HELMET AND DAYTIME
HEADLAMP USE LAWS: EFFECTS ON USE AND
FATALITIES

HS-017 824

MOTORISTS

ENFORCEMENT OF THE LAW IN GREAT BRITAIN
REGARDING MOTORISTS IMPAIRED BY DRINK:
SUCCESS AND PROBLEMS

HS-017 919

MOVEMENT

EFFECTS OF ALCOHOL ON VISUAL ACCOMMODA-
TION AND EYE MOVEMENT LATENCY

HS-017 875

MOVEMENTS

EFFECTS OF SMALL DOSES OF ALCOHOL ON THE
EYE MOVEMENTS OF DRIVERS

HS-017 876

MOVERS

MASS TRANSPORTATION VEHICLES AND PEOPLE
MOVERS

HS-017 789

MT

MOTOR CARRIER ACCIDENT INVESTIGATION. MT.
ZION BAPTIST CHURCH. ACCIDENT--MAY 30, 1975--
MILWAUKEE, WISCONSIN

HS-017 944

MULTIGRADE

PREDICTING THE SHEAR STABILITY OF MULTIGRADE
ENGINE OILS FROM BENCH TESTS

HS-017 776

NATIONAL

CHARACTERISTICS OF LATE-NIGHT, WEEKEND
DRIVERS: RESULTS OF THE U.S. NATIONAL ROAD-
SIDE BREATH-TESTING SURVEY AND SEVERAL
LOCAL SURVEYS

HS-017 855

CROSS-NATIONAL COMPARISONS OF DRINKING
DRIVING LAWS

HS-017 913

MASS TRANSPORTATION: A NATIONAL COMMIT-
MENT

HS-017 792

MOTOR VEHICLE SAFETY DEFECT RECALL CAM-
PAIGNS REPORTED TO THE NATIONAL HIGHWAY
TRAFFIC SAFETY ADMINISTRATION BY DOMESTIC
AND FOREIGN VEHICLE MANUFACTURERS, JULY 1
1975 TO SEPTEMBER 30, 1975

HS-801 740

NATIONAL TRANSPORTATION REPORT. CURRENT
PERFORMANCE AND FUTURE PROSPECTS. 1974

HS-017 826

NATURAL

COMBUSTION, KNOCK AND EMISSION CHARAC-
TERISTICS OF A NATURAL GAS FUELLED SPARK
IGNITION ENGINE WITH PARTICULAR REFERENCE
TO LOW INTAKE TEMPERATURE CONDITIONS

HS-017 830

NECK

INVESTIGATION OF TEST PARAMETERS AFFECT-
ING FLEXION PROPERTIES OF PART 572 DUMMY
NECK, LUMBAR SPINE, AND ABDOMEN. FINAL RE-
PORT

HS-801 753

NEEDS

DRIVER VISUAL NEEDS IN NIGHT DRIVING.

HS-017 795

FIXED ILLUMINATION AS A FUNCTION OF DRIVER
NEEDS

HS-017 804

NETHERLANDS

DRINKING AND DRIVING IN THE NETHERLANDS
OVER A FOUR-YEAR PERIOD

HS-017 854

NIGHT

CHARACTERISTICS OF LATE-NIGHT, WEEKEND
DRIVERS: RESULTS OF THE U.S. NATIONAL ROAD-
SIDE BREATH-TESTING SURVEY AND SEVERAL
LOCAL SURVEYS

HS-017 855

DRIVER SCREENING FOR NIGHT DRIVING

HS-017 802

DRIVER SEARCH AND SCAN PATTERNS IN NIGHT
DRIVING

HS-017 800

DRIVER VISUAL NEEDS IN NIGHT DRIVING.

HS-017 795

NIGHT VISIBILITY UNDER DIFFERENT SYSTEMS OF
FIXED ROADWAY LIGHTING: A PROGRESS REPORT

HS-017 796

NOISE

AUTOMOBILE TIRE NOISE: RESULTS OF A PILOT
STUDY AND REVIEW OF THE OPEN LITERATURE.
FINAL REPORT

HS-017 845

NONDESTRUCTIVE

NONDESTRUCTIVE TESTING SYSTEM FOR
RETREADS. FINAL REPORT

HS-801 736

NORWEGIAN

THE RELATIONSHIP BETWEEN SELF-REPORTED
DRUNKEN DRIVING, ALCOHOL CONSUMPTION,

AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS
HS-017 864

NUMBERS
INJURY NUMBERS FOR VARIOUS FRONTAL CRASH TESTS
HS-017 843

OBSERVATIONS
THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO
HS-017 899

OFFENDERS
ALCOHOL ABUSE IN FIRST OFFENDERS ARRESTED FOR DRIVING WHILE INTOXICATED
HS-017 865

OIL
WASTE OIL MANAGEMENT FROM SUMP TO END USE-A STATUS REPORT
HS-017 780

OILS
A JOINT VENTURE OF RECYCLING IN PLANT WASTE OILS
HS-017 779

FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS
HS-017 813

PREDICTING THE SHEAR STABILITY OF MUL-TIGRADE ENGINE OILS FROM BENCH TESTS
HS-017 776

SOME EXPERIENCES OF FUEL DILUTION OF LUBRICATING OILS IN SMALL DIESEL ENGINES
HS-017 831

ONTARIO
THE EFFECT OF LOWERING THE LEGAL DRINKING AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR VEHICLE ACCIDENTS
HS-017 925

OPEN
AUTOMOBILE TIRE NOISE: RESULTS OF A PILOT STUDY AND REVIEW OF THE OPEN LITERATURE. FINAL REPORT
HS-017 845

OPERATION
PREPARATION AND OPERATION OF DIESEL ENGINES IN CONSTRUCTION AND INDUSTRIAL MACHINERY FOR OPERATION IN COLD CLIMATES
HS-017 807

OPERATIONAL
DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS: VOL. 2. ASSESSMENT TECHNIQUES FOR OPERATIONAL USERS. FINAL REPORT
HS-017 770

OPERATIONS
ALCOHOL SAFETY ACTION PROJECTS EVALUATION OF OPERATIONS-1974. VOL. 2: DETAILED ANALYSIS. CH. 6: EVALUATION OF THE PUBLIC IN-

FORMATION AND EDUCATION COUNTERMEASURE ACTIVITIES
HS-801 708

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS-1974. VOL. 2: DETAILED ANALYSIS. CH. 3: EVALUATION OF THE JUDICIAL AND LEGISLATIVE COUNTERMEASURE ACTIVITIES
HS-801 709

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS-1974. VOL. 2: DETAILED ANALYSIS. CH. 1: ASAP PROGRAM EVALUATION METHODOLOGY AND OVERALL PROGRAM IMPACT
HS-801 726

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS-1974. VOL. 2: DETAILED ANALYSIS. CH. 2: EVALUATION OF THE ENFORCEMENT COUNTERMEASURE ACTIVITIES
HS-801 727

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS-1974. VOL. 2: DETAILED ANALYSIS. CH. 4: EVALUATION OF THE PRESENCE INVESTIGATION AND PROBATION COUNTERMEASURE ACTIVITIES
HS-801 728

OPERATORS
A STATISTICAL PROFILE OF MOTOR VEHICLE OPERATORS WHO HAVE COMPLETED THE STATE OF CONNECTICUT DRIVING WHILE INTOXICATED REEDUCATION PROGRAM
HS-017 844

ALCOHOL, MARIJUANA AND OTHER DRUG PATTERNS AMONG OPERATORS INVOLVED IN FATAL MOTOR VEHICLE ACCIDENTS
HS-017 860

ORI
THE ROLE OF LUBRICANT ADDITIVES IN CONTROLLING ABNORMAL COMBUSTION (ORI)
HS-017 814

OUTLINE
DRUNK DRIVING: OUTLINE OF A PUBLIC INFORMATION AND EDUCATION PROGRAM
HS-017 928

OVERALL
ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS-1974. VOL. 2: DETAILED ANALYSIS. CH. 1: ASAP PROGRAM EVALUATION METHODOLOGY AND OVERALL PROGRAM IMPACT
HS-801 726

OXIDATION
FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS
HS-017 813

SULFURIC ACID EMISSIONS FROM AN OXIDATION-CATALYST EQUIPPED VEHICLE
HS-017 876

OXIDISING
THE EFFECT OF LUBRICANT ADDITIVES ON THE DURABILITY OF PLATINUM OXIDISING CATALYSTS
HS-017 812

THE ECONOMICS OF CONVENTIONAL P/M [POWDER METALLURGY] PARTS PRODUCTION IN THE U.S.	THE PEDESTRIAN REVOLUTION. STREETS WITHOUT CARS	HS-017 942
PARKING		
PARKING WITHOUT LIGHTS: THE EFFECT ON ACCIDENTS		
	HS-017 806	
PART		
INVESTIGATION OF TEST PARAMETERS AFFECTING FLEXION PROPERTIES OF PART 572 DUMMY NECK, LUMBAR SPINE, AND ABDOMEN. FINAL REPORT		
	HS-801 753	
PARTICULAR		
COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS		
	HS-017 830	
PARTS		
THE ECONOMICS OF CONVENTIONAL P/M [POWDER METALLURGY] PARTS PRODUCTION IN THE U.S.		
	HS-017 785	
PASSENGER		
AUTOMATIC TRANSMISSIONS FOR PASSENGER COACHES [BUSES]		
	HS-017 777	
PASSENGERS		
ADVANCED PASSIVE RESTRAINT SYSTEM FOR SUB-COMPACT SIZE VEHICLE FRONT SEAT PASSENGERS. PROGRESS REPORT NO. 16, 6 OCTOBER 1975 TO 2 NOVEMBER 1975		
	HS-801 768	
PASSIVE		
ADVANCED PASSIVE RESTRAINT SYSTEM FOR SUB-COMPACT SIZE VEHICLE FRONT SEAT PASSENGERS. PROGRESS REPORT NO. 16, 6 OCTOBER 1975 TO 2 NOVEMBER 1975		
	HS-801 768	
PATTERNS		
ALCOHOL, MARIJUANA AND OTHER DRUG PATTERNS AMONG OPERATORS INVOLVED IN FATAL MOTOR VEHICLE ACCIDENTS		
	HS-017 860	
DRIVER SEARCH AND SCAN PATTERNS IN NIGHT DRIVING		
	HS-017 800	
PATTERNS OF BLOOD ALCOHOL CONCENTRATIONS AMONG DRIVERS		
	HS-017 856	
PATTERNS OF DRUG ABUSE AND THEIR RELATIONSHIP TO TRAFFIC ACCIDENTS		
	HS-017 857	
SOCIAL PATTERNS OF DRINKING IN YOUNG PEOPLE AND THE RELATED BLOOD ALCOHOL LEVELS		
	HS-017 882	
PEOPLE		
MASS TRANSPORTATION VEHICLES AND PEOPLE MOVERS		
	HS-017 789	
SOCIAL PATTERNS OF DRINKING IN YOUNG PEOPLE AND THE RELATED BLOOD ALCOHOL LEVELS		
	HS-017 882	
PERFORMANCE		
DRUG ABUSE AND DRIVING PERFORMANCE. VOL. 2, APPENDICES B THROUGH F. FINAL REPORT		
	HS-800 755	
EFFEFFECTS OF LOW AND MODERATE LEVELS OF ALCOHOL ON STEERING PERFORMANCE		
	HS-017 878	
EXPERIMENTAL AND THEORETICAL PERFORMANCE OF A RADIAL FLOW TURBOCHARGER COMPRESSOR WITH INLET PREWHIRL		
	HS-017 828	
NATIONAL TRANSPORTATION REPORT. CURRENT PERFORMANCE AND FUTURE PROSPECTS. 1974		
	HS-017 826	
PERFORMANCE CHARACTERISTICS OF ELASTOMERIC BUMPER FASCIA		
	HS-017 848	
PERFORMANCE OF ALUMINUM IN BIMETALLIC ASSEMBLIES		
	HS-017 808	
PERFORMANCE PREDICTION FOR AUTOMOTIVE TURBOCHARGER COMPRESSORS		
	HS-017 832	
THE INFLUENCE OF SEX AND PERSONALITY FACTORS UPON THE EFFECTS OF TRANQUILIZERS ON DRIVING PERFORMANCE		
	HS-017 887	
THE USE OF ACCIDENT DATA IN STUDYING VEHICLE HANDLING PERFORMANCE		
	HS-017 829	
WELDBOND AND ITS PERFORMANCE IN ALUMINUM AUTOMOTIVE BODY SHEET		
	HS-017 817	
PERIOD		
DRINKING AND DRIVING IN THE NETHERLANDS OVER A FOUR-YEAR PERIOD		
	HS-017 854	
PERISCOPE		
PERISCOPE DEVICE FIELD EVALUATION BY GOVERNMENT DRIVERS		
	HS-801 382	
PERSONALITY		
THE INFLUENCE OF SEX AND PERSONALITY FACTORS UPON THE EFFECTS OF TRANQUILIZERS ON DRIVING PERFORMANCE		
	HS-017 887	
THE RELATIONSHIP BETWEEN SELF-REPORTED DRUNKEN DRIVING, ALCOHOL CONSUMPTION,		

		HSL 76-05
AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS	HS-017 864	FIFTY-MPH, AND LOW-SPEED BARRIER IMPACTS. FINAL REPORT
PHARMACOKINETIC THE PHARMACOKINETIC COMPONENT OF DRUG EFFECTS ON DRIVING SKILLS	HS-017 873	HS-801 052
PHYSICAL BIOENGINEERING STUDY OF BASIC PHYSICAL MEASUREMENTS RELATED TO SUSCEPTIBILITY TO CERVICAL HYPEREXTENSION-HYPERFLEXION INJURY. FINAL REPORT	HS-017 939	POST-COLLISION VEHICLE FIRES. PROJECT REPORT HS-017 837
MEASURING THE PHYSICAL DIMENSIONS OF U.S. INFANTS AND CHILDREN	HS-017 838	HS-017 868
PHYSIOLOGICAL SENSORMOTOR AND PHYSIOLOGICAL EFFECTS OF VARIOUS ALCOHOLIC BEVERAGES	HS-017 881	POTENTIAL THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGH-RISK DRINKING DRIVERS HS-017 868
PILOT AUTOMOBILE TIRE NOISE: RESULTS OF A PILOT STUDY AND REVIEW OF THE OPEN LITERATURE. FINAL REPORT	HS-017 845	POWDER COST AND ENERGY CONSERVATION WITH POWDER METALLURGY HS-017 784
THE EDMONTON STUDY. A PILOT PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF A PUBLIC INFORMATION CAMPAIGN ON THE SUBJECT OF DRINKING AND DRIVING	HS-017 931	THE ECONOMICS OF CONVENTIONAL P/M [POWDER METALLURGY] PARTS PRODUCTION IN THE U.S. HS-017 785
PLANT A JOINT VENTURE OF RECYCLING IN PLANT WASTE OILS	HS-017 779	POWERPLANTS ALTERNATIVE AUTOMOTIVE POWERPLANTS HS-017 946
PLASMA THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO	HS-017 899	PREDICTING PREDICTING THE SHEAR STABILITY OF MULTIGRADE ENGINE OILS FROM BENCH TESTS HS-017 776
PLASMA/BREATH THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO	HS-017 899	VALIDITY OF DRIVING SIMULATOR STUDIES FOR PREDICTING DRUG EFFECTS IN REAL DRIVING SITUATIONS HS-017 874
PLATINUM THE EFFECT OF LUBRICANT ADDITIVES ON THE DURABILITY OF PLATINUM OXIDISING CATALYSTS	HS-017 812	PREDICTION PERFORMANCE PREDICTION FOR AUTOMOTIVE TURBOCHARGER COMPRESSORS HS-017 832
POSITIONING ANTHROPOMORPHIC DUMMY POSITIONING REPEATABILITY, AND STABILITY TESTS. FINAL REPORT	HS-801 754	PREPARATION PREPARATION AND OPERATION OF DIESEL ENGINES IN CONSTRUCTION AND INDUSTRIAL MACHINERY FOR OPERATION IN COLD CLIMATES HS-017 807
POST CRASH INJURY REDUCTION AND POST-CRASH FACTORS EVALUATIONS. FORD ESV'S-FORTY MPH,		PRESCHOOL TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL HS-017 941
		PRESENTENCE ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 4: EVALUATION OF THE PRESENCE INVESTIGATION AND PROBATION COUNTERMEASURE ACTIVITIES HS-017 728
		PRESERVE A SYSTEM FOR BREATH ALCOHOL ANALYSIS, AND A SYSTEM TO COLLECT AND PRESERVE BREATH EVIDENCE OF BLOOD INTOXICANTS HS-017 910
		PREVALENCE THE PREVALENCE OF DRUGS IN FATALLY INJURED DRIVERS HS-017 863

May 31, 1976

PREVENT

MASS ARRESTS FOR IMPAIRED DRIVING MAY NOT PREVENT TRAFFIC DEATHS

HS-017 869

PREVENTION

LAW ENFORCEMENT REQUIREMENTS FOR THE DETECTION AND PREVENTION OF DRINKING AND DRIVING IN CANADA

HS-017 918

PREWHIRL

EXPERIMENTAL AND THEORETICAL PERFORMANCE OF A RADIAL FLOW TURBOCHARGER COMPRESSOR WITH INLET PREWHIRL

HS-017 828

PRIMED

POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN DRIVING ON SECTIONS OF SANDED, PRIMED SURFACE ON HIGHWAY CURVES

HS-017 823

PRIORITIES

ALCOHOL, DRUGS, AND DRIVING: RELATIVE PRIORITIES FOR BASIC AND APPLIED RESEARCH

HS-017 861

PROBATION

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 4: EVALUATION OF THE PRESENCE INVESTIGATION AND PROBATION COUNTERMEASURE ACTIVITIES

HS-801 728

PROCEDURE

A TEST PROCEDURE FOR EVALUATING TEMPORARY-SHEAR LOSS OF ENGINE LUBRICANTS

HS-017 778

PROCESSING

THE EFFECT OF ALCOHOL ON HUMAN INFORMATION PROCESSING RATE

HS-017 885

THE USE OF A SCREENING TEST FOR DRINKING DRIVERS IN CONJUNCTION WITH AN AUTOMATIC DATA PROCESSING UNIT

HS-017 920

PRODUCTION

THE ECONOMICS OF CONVENTIONAL P/M (POWDER METALLURGY) PARTS PRODUCTION IN THE U.S.

HS-017 785

PRODUCTS

A COMPUTER PROGRAM FOR CALCULATING PROPERTIES OF EQUILIBRIUM COMBUSTION PRODUCTS WITH SOME APPLICATIONS TO I.C. ENGINES

HS-017 810

PROFILE

A STATISTICAL PROFILE OF MOTOR VEHICLE OPERATORS WHO HAVE COMPLETED THE STATE OF CONNECTICUT DRIVING WHILE INTOXICATED REDEDUCTION PROGRAM

THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGH-RISK DRINKING DRIVERS

HS-017 868

PROGRAMME

TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL

HS-017 941

PROJECTS

ALCOHOL SAFETY ACTION PROJECTS EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 6: EVALUATION OF THE PUBLIC INFORMATION AND EDUCATION COUNTERMEASURE ACTIVITIES

HS-801 708

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 3: EVALUATION OF THE JUDICIAL AND LEGISLATIVE COUNTERMEASURE ACTIVITIES

HS-801 709

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 1: ASAP PROGRAM EVALUATION METHODOLOGY AND OVERALL PROGRAM IMPACT

HS-801 726

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 2: EVALUATION OF THE ENFORCEMENT COUNTERMEASURE ACTIVITIES

HS-801 727

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS--1974. VOL. 2: DETAILED ANALYSIS. CH. 4: EVALUATION OF THE PRESENCE INVESTIGATION AND PROBATION COUNTERMEASURE ACTIVITIES

HS-801 728

PROTECTION

VEHICLE LIMITS FOR ROAD SAFETY AND ROAD PROTECTION

HS-017 836

PSYCHOACTIVE

THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY

HS-017 888

THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: II. FIELD STUDIES WITH AN INSTRUMENTED AUTOMOBILE

HS-017 889

PSYCHOMETRIC

THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGH-RISK DRINKING DRIVERS

HS-017 868

PSYCHOMOTOR

THE INTERACTION OF ALCOHOL AND DELTA 9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR PERFORMANCE

PSYCHOPHARMACOLOGICAL	COMPUTER-ELECTRONYSTAGMOGRAPHY: A USE-FUL TOOL IN EVALUATING INFLUENCE OF PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC SAFETY	HS-017 877	RAIL	HIGHLIGHTS OF UMTA'S RAIL PROGRAM	HS-017 790
PSYCHOSOCIAL	THE IMPORTANCE OF PSYCHOSOCIAL FACTORS ON DRINKING IN ALCOHOLICS: RELEVANCE FOR TRAFFIC SAFETY	HS-017 871	RANGE	THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO	HS-017 899
PUBLIC	ALCOHOL SAFETY ACTION PROJECTS EVALUATION OF OPERATIONS--1974, VOL. 2: DETAILED ANALYSIS, CH. 6: EVALUATION OF THE PUBLIC INFORMATION AND EDUCATION COUNTERMEASURE ACTIVITIES	HS-801 708	RATIO	A HISTORICAL AND EXPERIMENTAL STUDY OF THE BREATH/BLOOD ALCOHOL RATIO	HS-017 897
	DRUNK DRIVING: OUTLINE OF A PUBLIC INFORMATION AND EDUCATION PROGRAM	HS-017 928		THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO	HS-017 899
	PUBLIC INFORMATION PROGRAMS RELATED TO ALCOHOL, DRUGS, AND TRAFFIC SAFETY	HS-017 929	RECALL	MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS REPORTED TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION BY DOMESTIC AND FOREIGN VEHICLE MANUFACTURERS, JULY 1 1975 TO SEPTEMBER 30, 1975	HS-801 740
	THE EDMONTON STUDY. A PILOT PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF A PUBLIC INFORMATION CAMPAIGN ON THE SUBJECT OF DRINKING AND DRIVING	HS-017 931	RECYCLING	A JOINT VENTURE OF RECYCLING IN PLANT WASTE OILS	HS-017 779
PUERTO	ALCOHOL, DRUGS AND CARBON MONOXIDE IN TRAFFIC FATALITIES IN PUERTO RICO	HS-017 859	REEDUCATION	A COMPARISON OF CHANGES IN KNOWLEDGE AND ATTITUDE BETWEEN PROBLEM DRINKERS AND NON-PROBLEM DRINKERS FOLLOWING A REEDUCATION PROGRAM	HS-017 923
PURSUIT	THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY	HS-017 888		A STATISTICAL PROFILE OF MOTOR VEHICLE OPERATORS WHO HAVE COMPLETED THE STATE OF CONNECTICUT DRIVING WHILE INTOXICATED REEDUCATION PROGRAM	HS-017 844
QUALITY	GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS	HS-017 835	REHABILITATION	ONE MODEL FOR THE EVALUATION OF ASAP REHABILITATION EFFORTS	HS-017 937
	QUALITY CONTROL IN A TOXICOLOGY LABORATORY	HS-017 912		THE EFFECT OF REHABILITATION ON THE DRIVING BEHAVIOR OF PROBLEM DRINKERS	HS-017 922
	UNIFORM TIRE QUALITY GRADING--TREADWEAR. FINAL REPORT	HS-801 784	RELATIONSHIP	PATTERNS OF DRUG ABUSE AND THEIR RELATIONSHIP TO TRAFFIC ACCIDENTS	HS-017 857
QUESTIONING	THE HAMBURG, W. GERMANY, 1973 REPORT QUESTIONING THE RELIABILITY OF BREATH ALCOHOL INSTRUMENTS FOR MEDICOLEGAL USE IN TRAFFIC CASES	HS-017 906		THE RELATIONSHIP BETWEEN SELF-REPORTED DRUNKEN DRIVING, ALCOHOL CONSUMPTION, AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS	HS-017 864
RADIAL	EXPERIMENTAL AND THEORETICAL PERFORMANCE OF A RADIAL FLOW TURBOCHARGER COMPRESSOR WITH INLET PREWHIRL	HS-017 828	RELATIVE	ALCOHOL, DRUGS, AND DRIVING: RELATIVE PRIORITIES FOR BASIC AND APPLIED RESEARCH	HS-017 861

May 31, 1976

RELEVANCE

DRUG EFFECTS ON EMOTIONS: RELEVANCE TO
DRIVING ACCIDENTS

HS-017 872

THE IMPORTANCE OF PSYCHOSOCIAL FACTORS ON
DRINKING IN ALCOHOLICS: RELEVANCE FOR
TRAFFIC SAFETY

HS-017 871

RELIABILITY

RELIABILITY AND SIGNIFICANCE OF RESULTS OF
ALCOHOL AND DRUG ANALYSES

HS-017 894

THE HAMBURG, W. GERMANY, 1973 REPORT
QUESTIONING THE RELIABILITY OF BREATH ALCOHOL
INSTRUMENTS FOR MEDICOLEGAL USE IN
TRAFFIC CASES

HS-017 906

REPEATABILITY

ANTHROPOMORPHIC DUMMY POSITIONING RE-
PEATABILITY, AND STABILITY TESTS. FINAL RE-
PORT

HS-801 754

RESISTANCE

TENSILE-SHEAR AND FATIGUE PROPERTIES OF RE-
SISTANCE AND MIG SPOT WELDS OF SOME ALU-
MINUM AUTO BODY SHEET ALLOYS

HS-017 818

RESTRAINT

ADVANCED PASSIVE RESTRAINT SYSTEM FOR SUB-
COMPACT SIZE VEHICLE FRONT SEAT PASSENGERS.
PROGRESS REPORT NO. 16, 6 OCTOBER 1975
TO 2 NOVEMBER 1975

HS-801 768

TEST EVALUATION OF THIOKOL INFLATORS FOR
AIR CUSHION RESTRAINT SYSTEMS. FINAL REPORT

HS-801 748

RETREADS

NONDESTRUCTIVE TESTING SYSTEM FOR
RETREADS. FINAL REPORT

HS-801 736

REVOLUTION

THE PEDESTRIAN REVOLUTION. STREETS
WITHOUT CARS

HS-017 942

RISK

THE DRINKING DRIVER: IDENTIFICATION OF HIGH-
RISK ALCOHOLICS

HS-017 867

THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC
APPROACH TO EARLY IDENTIFICATION OF
POTENTIAL HIGH-RISK DRINKING DRIVERS

HS-017 868

ROADSIDE

CHARACTERISTICS OF LATE-NIGHT, WEEKEND
DRIVERS: RESULTS OF THE U.S. NATIONAL ROAD-
SIDE BREATH-TESTING SURVEY AND SEVERAL
LOCAL SURVEYS

HS-017 855

ROADSIDE SURVEYS, DEMOGRAPHICS AND BACS
[BLOOD ALCOHOL CONCENTRATIONS] OF DRIVERS
HS-017 853

ROADWAY

NIGHT VISIBILITY UNDER DIFFERENT SYSTEMS OF
FIXED ROADWAY LIGHTING: A PROGRESS REPORT
HS-017 796

ROVAC

THE ROVAC AUTOMOTIVE AIR CONDITIONING
SYSTEM
HS-017 783

RSV

RESEARCH SAFETY VEHICLE (RSV). PHASE II.
STATUS REPORT NO. 2, 16 SEPTEMBER TO 16
NOVEMBER 1975

HS-801 767

RESEARCH SAFETY VEHICLE (RSV). PHASE 2. BI-
MONTHLY PROGRESS REPORT NO. 2, SEPTEMBER
17, 1975 TO NOVEMBER 16, 1975

HS-801 777

RESEARCH SAFETY VEHICLE (RSV). PHASE 2. BI-
MONTHLY PROGRESS REPORT NO. 1, JULY 16, 1975
TO SEPTEMBER 16, 1975

HS-801 778

SAMPLES

BREATH ALCOHOL ANALYSIS BY GAS CHRO-
MATOGRAPHY: TWO YEARS' EXPERIENCE WITH
FIELD COLLECTED SAMPLES

HS-017 903

SANCTIONING

PROBLEMS OF ENFORCEMENT, ADJUDICATION
AND SANCTIONING

HS-017 914

SANDED

POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN
DRIVING ON SECTIONS OF SANDED, PRIMED SUR-
FACE ON HIGHWAY CURVES

HS-017 823

SAVINGS

AUTOMOTIVE FUEL SAVINGS THROUGH SELECTED
LUBRICANTS

HS-017 775

SCAN

DRIVER SEARCH AND SCAN PATTERNS IN NIGHT
DRIVING

HS-017 800

SCHOOL

THE ROLE OF ATTITUDES IN SECONDARY SCHOOL
ALCOHOL-TRAFFIC SAFETY EDUCATION

HS-017 936

TRAFFIC EDUCATION PROGRAMME FOR
PRESCHOOL AGED CHILDREN AND CHILDREN
STARTING SCHOOL

HS-017 941

SCIENTIFIC

PRACTICAL SCIENTIFIC PROBLEMS ASSOCIATED
WITH DRINKING AND DRIVING LEGISLATION IN
ENGLAND

HS-017 904

SCREENED	DRINKING CHARACTERISTICS OF DWI INDIVIDUALS SCREENED AS PROBLEM DRINKERS	HS-017 866
SCREENING	DRIVER SCREENING FOR NIGHT DRIVING	HS-017 802
THE USE OF A SCREENING TEST FOR DRINKING DRIVERS IN CONJUNCTION WITH AN AUTOMATIC DATA PROCESSING UNIT		HS-017 920
SEAT	ADVANCED PASSIVE RESTRAINT SYSTEM FOR SUB-COMPACT SIZE VEHICLE FRONT SEAT PASSENGERS. PROGRESS REPORT NO. 16, 6 OCTOBER 1975 TO 2 NOVEMBER 1975	HS-801 768
VERTEBRAL COLUMN INJURIES AND SEAT BELTS		HS-017 840
SECONDARY	THE ROLE OF ATTITUDES IN SECONDARY SCHOOL ALCOHOL-TRAFFIC SAFETY EDUCATION	HS-017 936
SELF	THE RELATIONSHIP BETWEEN SELF-REPORTED DRUNKEN DRIVING, ALCOHOL CONSUMPTION, AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS	HS-017 864
SEMINAR	MATERIALS DEVELOPMENT FOR LEGISLATORS' SEMINAR IN ALCOHOL AND HIGHWAY SAFETY. FINAL REPORT	HS-801 774
SENSORIMOTOR	SENSORIMOTOR AND PHYSIOLOGICAL EFFECTS OF VARIOUS ALCOHOLIC BEVERAGES	HS-017 881
SERVICE	FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS	HS-017 813
SEX	THE INFLUENCE OF SEX AND PERSONALITY FACTORS UPON THE EFFECTS OF TRANQUILIZERS ON DRIVING PERFORMANCE	HS-017 887
SHEAR	A TEST PROCEDURE FOR EVALUATING TEMPORARY-SHEAR LOSS OF ENGINE LUBRICANTS	HS-017 778
PREDICTING THE SHEAR STABILITY OF MULTIGRADE ENGINE OILS FROM BENCH TESTS		HS-017 776
TENSILE-SHEAR AND FATIGUE PROPERTIES OF RESISTANCE AND MIG SPOT WELDS OF SOME ALUMINUM AUTO BODY SHEET ALLOYS		HS-017 818
SHOCK	THE SHOCK ISOLATOR FOR THE BUMPER SYSTEM	HS-017 847
SIGNIFICANCE	RELIABILITY AND SIGNIFICANCE OF RESULTS OF ALCOHOL AND DRUG ANALYSES	HS-017 894
SIMULATED	FIELD AND COMPUTER-SIMULATED EVALUATION OF HEAD LAMP BEAMS	HS-017 801
SIMULATION	SIMULATION MODEL FOR A CRANKCASE-COMPRESSOR TWO-STROKE SPARK-IGNITION ENGINE INCLUDING INTAKE AND EXHAUST SYSTEMS	HS-017 833
SIMULATION STUDIES FOR AN URBAN TRAFFIC CORRIDOR. FINAL REPORT		HS-017 793
SIMULATOR	VAILIDITY OF DRIVING SIMULATOR STUDIES FOR PREDICTING DRUG EFFECTS IN REAL DRIVING SITUATIONS	HS-017 874
SIZE	ADVANCED PASSIVE RESTRAINT SYSTEM FOR SUB-COMPACT SIZE VEHICLE FRONT SEAT PASSENGERS. PROGRESS REPORT NO. 16, 6 OCTOBER 1975 TO 2 NOVEMBER 1975	HS-801 768
SKILLS	THE INTERACTION OF ALCOHOL AND DELTA-9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING	HS-017 893
THE PHARMACOKINETIC COMPONENT OF DRUG EFFECTS ON DRIVING SKILLS		HS-017 873
SMOKING	A SIMPLE METHOD FOR THE DETERMINATION OF THE SMOKING OF MARIJUANA	HS-017 911
SOCIAL	ALCOHOLICS AND SOCIAL DRINKERS: CHARACTERISTICS AND DIFFERENTIATION	HS-017 852
SOCIAL PATTERNS OF DRINKING IN YOUNG PEOPLE AND THE RELATED BLOOD ALCOHOL LEVELS		HS-017 882
SOCIO	SOCIO-MEDICO-LEGAL ASPECTS OF ALCOHOL AND ALCOHOLISM	HS-017 933
SPACE	THE ADVANTAGES OF AUTOMATED BLOOD ALCOHOL DETERMINATION BY HEAD SPACE ANALYSIS	HS-017 900

SPARK COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS	HS-017 830	STATISTICS AN ANALYSIS OF SOME WORLD TRANSPORT STATISTICS	HS-017 842
SIMULATION MODEL FOR A CRANKCASE-COMPRESSION TWO-STROKE SPARK-IGNITION ENGINE INCLUDING INTAKE AND EXHAUST SYSTEMS	HS-017 833	STEERING EFFECTS OF LOW AND MODERATE LEVELS OF ALCOHOL ON STEERING PERFORMANCE	HS-017 878
SPEED CRASH INJURY REDUCTION AND POST-CRASH FACTORS EVALUATIONS. FORD ESV'S--FORTY MPH, FIFTY-MPH, AND LOW-SPEED BARRIER IMPACTS. FINAL REPORT	HS-801 052	STREET INTERACTIONS OF SOME STREET DRUGS	HS-017 892
SPINE INVESTIGATION OF TEST PARAMETERS AFFECTING FLEXION PROPERTIES OF PART 572 DUMMY NECK, LUMBAR SPINE, AND ABDOMEN. FINAL REPORT	HS-801 753	STREETS THE PEDESTRIAN REVOLUTION. STREETS WITHOUT CARS	HS-017 942
SPOT TENSILE-SHEAR AND FATIGUE PROPERTIES OF RESISTANCE AND MIG SPOT WELDS OF SOME ALUMINUM AUTO BODY SHEET ALLOYS	HS-017 818	STROKE SIMULATION MODEL FOR A CRANKCASE-COMPRESSION TWO-STROKE SPARK-IGNITION ENGINE INCLUDING INTAKE AND EXHAUST SYSTEMS	HS-017 833
STABILITY ANTHROPOMORPHIC DUMMY POSITIONING REPEATABILITY, AND STABILITY TESTS. FINAL REPORT	HS-801 754	STUDENTS THE RELATIONSHIP BETWEEN SELF-REPORTED DRUNKEN DRIVING, ALCOHOL CONSUMPTION, AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS	HS-017 864
PREDICTING THE SHEAR STABILITY OF MUL-TIGRADE ENGINE OILS FROM BENCH TESTS	HS-017 776	STUDYING THE USE OF ACCIDENT DATA IN STUDYING VEHICLE HANDLING PERFORMANCE	HS-017 829
STAND "WILL THE REAL DRUGGED DRIVER PLEASE STAND UP?" AN ANALYTICAL TOXICOLOGY ASSESSMENT OF DRUGS AND DRIVING	HS-017 908	SUBCOMPACT ADVANCED PASSIVE RESTRAINT SYSTEM FOR SUBCOMPACT SIZE VEHICLE FRONT SEAT PASSENGERS. PROGRESS REPORT NO. 16, 6 OCTOBER 1978 TO 2 NOVEMBER 1978	HS-017 768
STANDARDS GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS	HS-017 835	SUBJECT THE EDMONTON STUDY. A PILOT PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF A PUBLIC INFORMATION CAMPAIGN ON THE SUBJECT OF DRINKING AND DRIVING	HS-017 931
STARTING TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL	HS-017 941	SUBWAY CONTROL OF THE SUBWAY ENVIRONMENT	HS-017 787
STATIC ALCOHOL AND MARIJUANA EFFECTS ON STATIC VISUAL ACUITY	HS-017 846	SULFURIC SULFURIC ACID EMISSIONS FROM AN OXIDATION-CATALYST EQUIPPED VEHICLE	HS-017 786
STATISTICAL A STATISTICAL PROFILE OF MOTOR VEHICLE OPERATORS WHO HAVE COMPLETED THE STATE OF CONNECTICUT DRIVING WHILE INTOXICATED REEDUCATION PROGRAM	HS-017 844	SUMP WASTE OIL MANAGEMENT FROM SUMP TO END USE-A STATUS REPORT	HS-017 780
		SUPERVISION ASPECTS OF DRUG ANALYSES IN RELATION TO ROAD TRAFFIC LEGISLATION AND SUPERVISION	HS-017 896

SUPPLEMENTAL	EFFECT OF ALCOHOLS AS SUPPLEMENTAL FUEL FOR TURBOCHARGED DIESEL ENGINES	HS-017 811	TETRAHYDROCANNABINOL	THE INTERACTION OF ALCOHOL AND DELTA 9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING	HS-017 893
SURFACE	POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN DRIVING ON SECTIONS OF SANDED, PRIMED SURFACE ON HIGHWAY CURVES	HS-017 823	THEORETICAL	EXPERIMENTAL AND THEORETICAL PERFORMANCE OF A RADIAL FLOW TURBOCHARGER COMPRESSOR WITH INLET PREWHIRL	HS-017 828
SURVEYS	CHARACTERISTICS OF LATE-NIGHT, WEEKEND DRIVERS: RESULTS OF THE U.S. NATIONAL ROAD-SIDE BREATH-TESTING SURVEY AND SEVERAL LOCAL SURVEYS	HS-017 855	THIOKOL	TEST EVALUATION OF THIOKOL INFLATORS FOR AIR CUSHION RESTRAINT SYSTEMS. FINAL REPORT	HS-801 748
	ROADSIDE SURVEYS, DEMOGRAPHICS AND BACS [BLOOD ALCOHOL CONCENTRATIONS] OF DRIVERS	HS-017 853	THIRD	ENGINEERING THE THIRD GENERATION ECONOLINE	HS-017 815
SUSCEPTIBILITY	BIOENGINEERING STUDY OF BASIC PHYSICAL MEASUREMENTS RELATED TO SUSCEPTIBILITY TO CERVICAL HYPEREXTENSION-HYPERFLEXION INJURY. FINAL REPORT	HS-017 939	MANUFACTURING THE THIRD GENERATION ECONOLINE		HS-017 816
SWEDEN	THE EFFECTIVENESS OF DRINKING-AND-DRIVING LAWS IN SWEDEN AND GREAT BRITAIN	HS-017 915	TIRE	AUTOMOBILE TIRE NOISE: RESULTS OF A PILOT STUDY AND REVIEW OF THE OPEN LITERATURE. FINAL REPORT	HS-017 845
SWITZERLAND	ALCOHOL, DRUGS, AND DRIVING BEHAVIOUR IN SWITZERLAND	HS-017 884		GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS	HS-017 835
TEMPERATURE	COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS	HS-017 830		UNIFORM TIRE QUALITY GRADING--TREADWEAR. FINAL REPORT	HS-801 784
TENSILE	TENSILE-SHEAR AND FATIGUE PROPERTIES OF RESISTANCE AND MIG SPOT WELDS OF SOME ALUMINUM AUTO BODY SHEET ALLOYS	HS-017 818	TOOL	COMPUTER-ELECTRONYSTAGMOGRAPHY: A USEFUL TOOL IN EVALUATING INFLUENCE OF PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC SAFETY	HS-017 877
TESTING	A GUIDE TO UNDERLOAD VEHICLE TESTING	HS-017 825	TORONTO	ALCOHOL, DRUGS, AND TRAFFIC SAFETY. PROCEEDINGS OF THE INTERNATIONAL CONFERENCE (6TH) TORONTO, SEPTEMBER 8-13, 1974	HS-017 850
	CHARACTERISTICS OF LATE-NIGHT, WEEKEND DRIVERS: RESULTS OF THE U.S. NATIONAL ROAD-SIDE BREATH-TESTING SURVEY AND SEVERAL LOCAL SURVEYS	HS-017 855	TOXICOLOGY	"WILL THE REAL DRUGGED DRIVER PLEASE STAND UP?" AN ANALYTICAL TOXICOLOGY ASSESSMENT OF DRUGS AND DRIVING	HS-017 908
	COMPARISON OF BLOOD AND BREATH TESTING UNDER FIELD CONDITIONS	HS-017 902		QUALITY CONTROL IN A TOXICOLOGY LABORATORY	HS-017 912
	MARK II INTEGRATED DRIVER VISION TESTING DEVICE. FINAL REPORT	HS-801 781	TRACKING	THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY	HS-017 888
	NONDESTRUCTIVE TESTING SYSTEM FOR RETREADS. FINAL REPORT	HS-801 736	TRAFFIC	ALCOHOL, DRUGS AND CARBON MONOXIDE IN TRAFFIC FATALITIES IN PUERTO RICO	HS-017 859

ASPECTS OF DRUG ANALYSES IN RELATION TO ROAD TRAFFIC LEGISLATION AND SUPERVISION
HS-017 896

COMPUTER-ELECTRONYSTAGMOGRAPHY: A USEFUL TOOL IN EVALUATING INFLUENCE OF PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC SAFETY
HS-017 877

DRUG AFTER EFFECTS AND TRAFFIC SAFETY
HS-017 891

ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS
HS-017 890

HUMAN AND ENVIRONMENTAL FACTORS IN ALCOHOL-RELATED TRAFFIC ACCIDENTS
HS-017 862

INVESTIGATIONS INTO LIGHT TRAFFIC I
[BICYCLES, MOTORCYCLES]
HS-017 940

INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE AND OTHER DRUGS IN TRAFFIC FATALITIES
HS-017 907

MASS ARRESTS FOR IMPAIRED DRIVING MAY NOT PREVENT TRAFFIC DEATHS
HS-017 869

MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS REPORTED TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION BY DOMESTIC AND FOREIGN VEHICLE MANUFACTURERS, JULY 1 1975 TO SEPTEMBER 30, 1975
HS-017 740

PATTERNS OF DRUG ABUSE AND THEIR RELATIONSHIP TO TRAFFIC ACCIDENTS
HS-017 857

PUBLIC INFORMATION PROGRAMS RELATED TO ALCOHOL, DRUGS, AND TRAFFIC SAFETY
HS-017 929

SIMULATION STUDIES FOR AN URBAN TRAFFIC CORRIDOR. FINAL REPORT
HS-017 793

THE EPIDEMIOLOGY OF TRAFFIC ACCIDENTS AND THE EFFECT OF THE 1969 BREATHALYSER LAW IN CANADA
HS-017 917

THE HAMBURG, W. GERMANY, 1973 REPORT QUESTIONING THE RELIABILITY OF BREATH ALCOHOL INSTRUMENTS FOR MEDICOLEGAL USE IN TRAFFIC CASES
HS-017 906

THE IMPORTANCE OF PSYCHOSOCIAL FACTORS ON DRINKING IN ALCOHOLICS: RELEVANCE FOR TRAFFIC SAFETY
HS-017 871

THE ROLE OF ATTITUDES IN SECONDARY SCHOOL ALCOHOL-TRAFFIC SAFETY EDUCATION
HS-017 936

TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL
HS-017 941

TRAFFIC SAFETY PROGRAMS CONTRACTS. RESEARCH AND DEVELOPMENT, DEMONSTRATIONS, MANPOWER DEVELOPMENT, FY 1975-FY 1976
HS-017 725

TRAFFIC VIOLATIONS IN RELATION TO DRIVER CHARACTERISTICS AND ACCIDENT FREQUENCY. FINAL REPORT
HS-017 943

TRAINING

DRIVER IMPROVEMENT TRAINING AND EVALUATION. FINAL REPORT
HS-017 125

TRANQUILIZERS

THE INFLUENCE OF SEX AND PERSONALITY FACTORS UPON THE EFFECTS OF TRANQUILIZERS ON DRIVING PERFORMANCE
HS-017 887

TRANSIENT

VISIBILITY LOSSES CAUSED BY TRANSIENT ADAPTATION AT LOW LUMINANCE LEVELS
HS-017 797

TRANSIT

AN EVALUATION OF TRANSIT BUS AIR CONDITIONING SYSTEMS
HS-017 782

TRANSMISSIONS

AUTOMATIC TRANSMISSIONS FOR PASSENGER COACHES [BUSES]
HS-017 777

CONTINUOUSLY-VARIABLE TRANSMISSIONS
HS-017 945

TRANSPORT

AN ANALYSIS OF SOME WORLD TRANSPORT STATISTICS
HS-017 842

LIGHTING RESEARCH AT THE U.K. TRANSPORT AND ROAD RESEARCH LABORATORY
HS-017 803

TRANSPORTATION

MASS TRANSPORTATION VEHICLES AND PEOPLE MOVERS
HS-017 789

MASS TRANSPORTATION: A NATIONAL COMMITMENT
HS-017 792

NATIONAL TRANSPORTATION REPORT. CURRENT PERFORMANCE AND FUTURE PROSPECTS. 1974
HS-017 826

TREADWEAR

UNIFORM TIRE QUALITY GRADING--TREADWEAR. FINAL REPORT
HS-017 784

TRUCKS

TRUCKS: AN ANALYSIS OF ACCIDENT CHARACTERISTICS BY VEHICLE WEIGHT
HS-017 839

TURBOCHARGED

EFFECT OF ALCOHOLS AS SUPPLEMENTAL FUEL FOR TURBOCHARGED DIESEL ENGINES
HS-017 811

TURBOCHARGER

EXPERIMENTAL AND THEORETICAL PERFORMANCE OF A RADIAL FLOW TURBOCHARGER COMPRESSOR WITH INLET PREWHIRL
HS-017 828

PERFORMANCE PREDICTION FOR AUTOMOTIVE TURBOCHARGER COMPRESSORS
HS-017 832

UMTA

HIGHLIGHTS OF UMTA'S RAIL PROGRAM
HS-017 790

UNDERLOAD

A GUIDE TO UNDERLOAD VEHICLE TESTING
HS-017 825

UNIT

THE USE OF A SCREENING TEST FOR DRINKING DRIVERS IN CONJUNCTION WITH AN AUTOMATIC DATA PROCESSING UNIT
HS-017 920

URBAN

CONTRAST REQUIREMENTS OF URBAN DRIVING
HS-017 799

SIMULATION STUDIES FOR AN URBAN TRAFFIC CORRIDOR. FINAL REPORT
HS-017 793

URINE

ALCOHOL CONCENTRATION IN URINE AND ITS FORENSIC EVIDENCE
HS-017 905

USAGE

SAFETY BELT INTERLOCK SYSTEM USAGE SURVEY. MONTHLY PROGRESS REPORT NO. 11
HS-801 795

USEFUL

COMPUTER-ELECTRONYSTAGMOGRAPHY: A USEFUL TOOL IN EVALUATING INFLUENCE OF PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC SAFETY
HS-017 877

USERS

DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS: VOL. 2. ASSESSMENT TECHNIQUES FOR OPERATIONAL USERS. FINAL REPORT
HS-801 770

VALIDITY

VALIDITY OF DRIVING SIMULATOR STUDIES FOR PREDICTING DRUG EFFECTS IN REAL DRIVING SITUATIONS
HS-017 874

VAPOUR

FACTORS INFLUENCING THE HOT FUEL VAPOUR HANDLING CHARACTERISTICS OF GASOLINE ENGINED AUTOMOBILES
HS-017 827

VARIABLE

CONTINUOUSLY-VARIABLE TRANSMISSIONS
HS-017 945

VARIABLES

THE RELATIONSHIP BETWEEN SELF-REPORTED DRUNKEN DRIVING, ALCOHOL CONSUMPTION, AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS
HS-017 864

VEHICLE

A GUIDE TO UNDERLOAD VEHICLE TESTING
HS-017 825

A STATISTICAL PROFILE OF MOTOR VEHICLE OPERATORS WHO HAVE COMPLETED THE STATE OF CONNECTICUT DRIVING WHILE INTOXICATED REEDUCATION PROGRAM
HS-017 844

ADVANCED PASSIVE RESTRAINT SYSTEM FOR SUB-COMPACT SIZE VEHICLE FRONT SEAT PASSENGERS. PROGRESS REPORT NO. 16, 6 OCTOBER 1975 TO 2 NOVEMBER 1975
HS-801 768

ALCOHOL, MARIJUANA AND OTHER DRUG PATTERNS AMONG OPERATORS INVOLVED IN FATAL MOTOR VEHICLE ACCIDENTS
HS-017 860

MOTOR VEHICLE SAFETY DEFECT RECALL CAMPAIGNS REPORTED TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION BY DOMESTIC AND FOREIGN VEHICLE MANUFACTURERS, JULY 1 1975 TO SEPTEMBER 30, 1975
HS-801 740

POST-COLLISION VEHICLE FIRES. PROJECT REPORT
HS-017 837

RESEARCH SAFETY VEHICLE (RSV). PHASE II. STATUS REPORT NO. 2, 16 SEPTEMBER TO 16 NOVEMBER 1975
HS-801 767

RESEARCH SAFETY VEHICLE (RSV). PHASE 2. BIMONTHLY PROGRESS REPORT NO. 2, SEPTEMBER 17, 1975 TO NOVEMBER 16, 1975
HS-801 777

RESEARCH SAFETY VEHICLE (RSV). PHASE 2. BIMONTHLY PROGRESS REPORT NO. 1, JULY 16, 1975 TO SEPTEMBER 16, 1975
HS-801 775

SULFURIC ACID EMISSIONS FROM AN OXIDATION-CATALYST EQUIPPED VEHICLE
HS-017 786

THE EFFECT OF LOWERING THE LEGAL DRINKING AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR VEHICLE ACCIDENTS
HS-017 925

THE USE OF ACCIDENT DATA IN STUDYING VEHICLE HANDLING PERFORMANCE
HS-017 829

TRUCKS: AN ANALYSIS OF ACCIDENT CHARACTERISTICS BY VEHICLE WEIGHT	HS-017 839	HS-017 875
VEHICLE LIMITS FOR ROAD SAFETY AND ROAD PROTECTION	HS-017 836	HS-017 786
VEHICLE-BORNE DRUNK DRIVER COUNTERMEASURES	HS-017 879	HS-017 779
VEHICLES		
MASS TRANSPORTATION VEHICLES AND PEOPLE MOVERS	HS-017 789	HS-017 780
WARNING LIGHTS FOR SPECIAL PURPOSE VEHICLES	HS-801 786	HS-017 855
VENTURE		
A JOINT VENTURE OF RECYCLING IN PLANT WASTE OILS	HS-017 779	HS-017 839
VERMONT		
THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGH-RISK DRINKING DRIVERS	HS-017 868	HS-017 839
VERTEBRAL		
VERTEBRAL COLUMN INJURIES AND SEAT BELTS	HS-017 840	HS-017 817
VICTORIA		
THE COMPULSORY BREATHALYZER .05% LEGISLATION IN VICTORIA	HS-017 927	HS-017 818
VIOLATIONS		
TRAFFIC VIOLATIONS IN RELATION TO DRIVER CHARACTERISTICS AND ACCIDENT FREQUENCY. FINAL REPORT	HS-017 943	HS-017 880
VISIBILITY		
NIGHT VISIBILITY UNDER DIFFERENT SYSTEMS OF FIXED ROADWAY LIGHTING: A PROGRESS REPORT	HS-017 796	HS-017 944
VISIBILITY LOSSES CAUSED BY TRANSIENT ADAPTATION AT LOW LUMINANCE LEVELS	HS-017 797	HS-017 926
VISION		
MARK II INTEGRATED DRIVER VISION TESTING DEVICE. FINAL REPORT	HS-801 781	HS-017 882
VISUAL		
ALCOHOL AND MARIJUANA EFFECTS ON STATIC VISUAL ACUITY	HS-017 846	HS-017 934
DRIVER VISUAL NEEDS IN NIGHT DRIVING.	HS-017 795	HS-017 944
EFFECTS OF ALCOHOL ON VISUAL ACCOMMODATION AND EYE MOVEMENT LATENCY		
WARNING		
WARNING LIGHTS FOR SPECIAL PURPOSE VEHICLES		
WASTE		
A JOINT VENTURE OF RECYCLING IN PLANT WASTE OILS		
WASTE OIL MANAGEMENT FROM SUMP TO END USE--A STATUS REPORT		
WEEKEND		
CHARACTERISTICS OF LATE-NIGHT, WEEKEND DRIVERS: RESULTS OF THE U.S. NATIONAL ROAD-SIDE BREATH-TESTING SURVEY AND SEVERAL LOCAL SURVEYS		
WEIGHT		
TRUCKS: AN ANALYSIS OF ACCIDENT CHARACTERISTICS BY VEHICLE WEIGHT		
WELDBOND		
WELDBOND AND ITS PERFORMANCE IN ALUMINUM AUTOMOTIVE BODY SHEET		
WELDS		
TENSILE-SHEAR AND FATIGUE PROPERTIES OF RESISTANCE AND MIG SPOT WELDS OF SOME ALUMINUM AUTO BODY SHEET ALLOYS		
WHISKY		
DIFFERENCE IN BLOOD ALCOHOL LEVELS FOLLOWING CONSUMPTION OF WHISKY AND BEER IN MAN		
WISCONSIN		
MOTOR CARRIER ACCIDENT INVESTIGATION. MT. ZION BAPTIST CHURCH. ACCIDENT--MAY 30, 1975-- MILWAUKEE, WISCONSIN		
YOUNG		
SOCIAL PATTERNS OF DRINKING IN YOUNG PEOPLE AND THE RELATED BLOOD ALCOHOL LEVELS		
YOUTH		
CAN ALCOHOL EDUCATION CHANGE THE ROLE OF YOUTH ON OUR HIGHWAYS?		
ZION		
MOTOR CARRIER ACCIDENT INVESTIGATION. MT. ZION BAPTIST CHURCH. ACCIDENT--MAY 30, 1975-- MILWAUKEE, WISCONSIN		

Author Index

van Keer, Etienne
THE INFLUENCE OF SMALL DOSES OF ALCOHOL
ON THE RATE OF DECISION MAKING
HS-017 886

Adams, Anthony J.
ALCOHOL AND MARIJUANA EFFECTS ON STATIC
VISUAL ACUITY
HS-017 846

Ali, I. A.
COMBUSTION, KNOCK AND EMISSION CHARAC-
TERISTICS OF A NATURAL GAS FUELLED SPARK
IGNITION ENGINE WITH PARTICULAR REFERENCE
TO LOW INTAKE TEMPERATURE CONDITIONS
HS-017 830

Anderson, R. B.
THE APPLICATION OF ELASTOMERIC BUCKLING
COLUMNS IN AN ENERGY MANAGEMENT BUMPER
SYSTEM
HS-017 849

Aschoff, Jurgen C.
COMPUTER-ELECTRONYSTAGMOGRAPHY: A USE-
FUL TOOL IN EVALUATING INFLUENCE OF
PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC
SAFETY
HS-017 877

Atkey, R. C.
EXPERIMENTAL AND THEORETICAL PER-
FORMANCE OF A RADIAL FLOW TURBOCHARGER
COMPRESSOR WITH INLET PREWHIRL
HS-017 828

Bailey, Keith
INTERACTIONS OF SOME STREET DRUGS
HS-017 892

Baker, Charles A.
IMPLEMENTING RESEARCH RESULTS
HS-017 805

Baker, Gail L.
DRIVER IMPROVEMENT TRAINING AND EVALUA-
TION. FINAL REPORT
HS-801 125

Baker, William E.
HUMAN AND ENVIRONMENTAL FACTORS IN AL-
COHOL-RELATED TRAFFIC ACCIDENTS
HS-017 862

Barber, P. A.
THE ROLE OF LUBRICANT ADDITIVES IN CON-
TROLLING ABNORMAL COMBUSTION (ORD)
HS-017 814

Barnes, K. D.
EFFECT OF ALCOHOLS AS SUPPLEMENTAL FUEL
FOR TURBOCHARGED DIESEL ENGINES
HS-017 811

Baruah, P. C.
SIMULATION MODEL FOR A CRANKCASE-COM-
PRESSION TWO-STROKE SPARK-IGNITION ENGINE
INCLUDING INTAKE AND EXHAUST SYSTEMS
HS-017 833

Beare, Arthur N.
VISIBILITY LOSSES CAUSED BY TRANSIENT ADAP-
TATION AT LOW LUMINANCE LEVELS
HS-017 797

Becker, Wolfgang
COMPUTER-ELECTRONYSTAGMOGRAPHY: A USE-
FUL TOOL IN EVALUATING INFLUENCE OF
PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC
SAFETY
HS-017 877

Bendelius, Arthur G.
CONTROL OF THE SUBWAY ENVIRONMENT
HS-017 787

Benson, R. S.
SIMULATION MODEL FOR A CRANKCASE-COM-
PRESSION TWO-STROKE SPARK-IGNITION ENGINE
INCLUDING INTAKE AND EXHAUST SYSTEMS
HS-017 833

Berndt, Frank A.
GOVERNMENT'S BRIEF ON THE UNIFORM TIRE
QUALITY GRADING STANDARDS
HS-017 835

Bessler, Henry H.
NONDESTRUCTIVE TESTING SYSTEM FOR
RETREADS. FINAL REPORT
HS-801 736

Betts, T. A.
THE INFLUENCE OF SEX AND PERSONALITY FAC-
TORS UPON THE EFFECTS OF TRANQUILIZERS ON
DRIVING PERFORMANCE
HS-017 887

Bhise, Vivek
DEVELOPMENT OF A HEADLIGHT EVALUATION
MODEL
HS-017 798

Birrell, J. H. W.
THE COMPULSORY BREATHALYZER .05% LEGISLA-
TION IN VICTORIA
HS-017 927

Blackwell, H. Richard
NIGHT VISIBILITY UNDER DIFFERENT SYSTEMS OF
FIXED ROADWAY LIGHTING: A PROGRESS REPORT
HS-017 796

Blackwell, O. Mortenson
NIGHT VISIBILITY UNDER DIFFERENT SYSTEMS OF
FIXED ROADWAY LIGHTING: A PROGRESS REPORT
HS-017 796

Blomberg, Richard D.
DRUG ABUSE AND DRIVING PERFORMANCE. VOL.
2, APPENDICES B THROUGH F. FINAL REPORT
HS-800 755

Blosser, Ellsworth R.
SULFURIC ACID EMISSIONS FROM AN OXIDATION-
CATALYST EQUIPPED VEHICLE
HS-017 786

Blumenthal, Murray JUDICIAL DISCRETION IN DRINKING-DRIVING CASES: AN EMPIRICAL STUDY OF INFLUENCES AND CONSEQUENCES	HS-017 924	Brooks, Ronald J. AIR CONDITIONING--THE INTEGRATED SYSTEM	HS-017 781
Bo, O. ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS	HS-017 890	Brown, Brian ALCOHOL AND MARIJUANA EFFECTS ON STATIC VISUAL ACUITY	HS-017 846
Bobo, Stephen N. NONDESTRUCTIVE TESTING SYSTEM FOR RETREADS. FINAL REPORT	HS-801 736	Brown, Peggy A. THE DRINKING DRIVER: IDENTIFICATION OF HIGH-RISK ALCOHOLICS	HS-017 867
Bonelli, C. ANTHROPOMORPHIC DUMMY POSITIONING REPEATABILITY, AND STABILITY TESTS. FINAL REPORT	HS-801 754	Bryant, C. G. E. PARKING WITHOUT LIGHTS: THE EFFECT ON ACCIDENTS	HS-017 806
Bonnihsen, Roger ASPECTS OF DRUG ANALYSES IN RELATION TO ROAD TRAFFIC LEGISLATION AND SUPERVISION	HS-017 896	Bryant, J. F. M. INTERSECTION CONFLICTS	HS-017 820
Booth, George T., Jr. A JOINT VENTURE OF RECYCLING IN PLANT WASTE OILS	HS-017 779	Bugelski, W. G. PREPARATION AND OPERATION OF DIESEL ENGINES IN CONSTRUCTION AND INDUSTRIAL MACHINERY FOR OPERATION IN COLD CLIMATES	HS-017 807
Borkenstein, Robert F. PATTERNS OF BLOOD ALCOHOL CONCENTRATIONS AMONG DRIVERS	HS-017 856	Bullaboy, Marilyn M. INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE AND OTHER DRUGS IN TRAFFIC FATALITIES	HS-017 907
PROBLEMS OF ENFORCEMENT, ADJUDICATION AND SANCTIONING	HS-017 914	Burford, R. THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY	HS-017 888
Borman, Gary L. A COMPUTER PROGRAM FOR CALCULATING PROPERTIES OF EQUILIBRIUM COMBUSTION PRODUCTS WITH SOME APPLICATIONS TO IC. ENGINES	HS-017 810	THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: II. FIELD STUDIES WITH AN INSTRUMENTED AUTOMOBILE	HS-017 889
Bredesen, J. E. ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS	HS-017 890	Burg, A. DRIVER SCREENING FOR NIGHT DRIVING	HS-017 802
Breen, Martin H. A COMPARISON BETWEEN THE GAS CHROMATOGRAPH INTOXIMETER AND A DIRECT BLOOD ANALYSIS	HS-017 901	Burg, Albert TRAFFIC VIOLATIONS IN RELATION TO DRIVER CHARACTERISTICS AND ACCIDENT FREQUENCY. FINAL REPORT	HS-017 943
Breines, Simon THE PEDESTRIAN REVOLUTION. STREETS WITHOUT CARS	HS-017 942	Cadoff, M. A. AUTOMOBILE TIRE NOISE: RESULTS OF A PILOT STUDY AND REVIEW OF THE OPEN LITERATURE. FINAL REPORT	HS-017 845
		Carr, Brian R. THE CANADIAN BREATHALIZER LEGISLATION: AN INFERRENTIAL EVALUATION	HS-017 916
		Chaffin, Don B. BIOENGINEERING STUDY OF BASIC PHYSICAL MEASUREMENTS RELATED TO SUSCEPTIBILITY TO CERVICAL HYPEREXTENSION-HYPERFLEXION INJURY. FINAL REPORT	HS-017 939

AUTOMOTIVE FUEL SAVINGS THROUGH SELECTED LUBRICANTS

HS-017 775

Chambers, Larry W.

THE EPIDEMIOLOGY OF TRAFFIC ACCIDENTS AND THE EFFECT OF THE 1969 BREATHALYSER LAW IN CANADA

HS-017 917

Chappel, C. I.

DIFFERENCE IN BLOOD ALCOHOL LEVELS FOLLOWING CONSUMPTION OF WHISKY AND BEER IN MAN

HS-017 880

Chatterjee, S.

POST-COLLISION VEHICLE FIRES. PROJECT REPORT

HS-017 837

Chesher, G. B.

THE INTERACTION OF ALCOHOL AND DELTA-9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING

HS-017 893

Clayton, A. B.

THE INFLUENCE OF SEX AND PERSONALITY FACTORS UPON THE EFFECTS OF TRANQUILIZERS ON DRIVING PERFORMANCE

HS-017 887

Codling, P. J.

ALCOHOL AND ROAD ACCIDENTS IN GREAT BRITAIN

HS-017 858

Coldwell, Blake B.

INTERACTIONS OF SOME STREET DRUGS

HS-017 892

Concannon, Patricia

SIMULATION STUDIES FOR AN URBAN TRAFFIC CORRIDOR. FINAL REPORT

HS-017 793

Craig, John

THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOR [BEHAVIOR] OF YOUNG DRIVERS

HS-017 926

Crandall, W. B.

IMPROVED ASBESTOS MATRICES FOR ALKALINE FUEL CELLS

HS-017 809

Creswick, Frederick A.

SULFURIC ACID EMISSIONS FROM AN OXIDATION-CATALYST EQUIPPED VEHICLE

HS-017 786

Cunliffe, A.

EXPERIMENTAL EVALUATION OF A COMMUNITY-BASED CAMPAIGN AGAINST DRINKING AND DRIVING

HS-017 935

Curry, A. S.
RELIABILITY AND SIGNIFICANCE OF RESULTS OF ALCOHOL AND DRUG ANALYSES

HS-017 894

Dean, William J.

THE PEDESTRIAN REVOLUTION. STREETS WITHOUT CARS

HS-017 942

Dubowski, Kurt M.

RECENT DEVELOPMENTS IN BREATH-ALCOHOL ANALYSIS

HS-017 895

Dussault, P.

DIFFERENCE IN BLOOD ALCOHOL LEVELS FOLLOWING CONSUMPTION OF WHISKY AND BEER IN MAN

HS-017 880

Eanes, T. S.

BART PROGRESS REPORT

HS-017 791

Edwards, Thomas C.

THE ROVAC AUTOMOTIVE AIR CONDITIONING SYSTEM

HS-017 783

Englehart, E. T.

PERFORMANCE OF ALUMINUM IN BIMETALLIC ASSEMBLIES

HS-017 808

English, John W.

WARNING LIGHTS FOR SPECIAL PURPOSE VEHICLES

HS-017 786

Enserink, E.

ANTHROPOMORPHIC DUMMY POSITIONING REPEATABILITY, AND STABILITY TESTS. FINAL REPORT

HS-017 754

INVESTIGATION OF TEST PARAMETERS AFFECTING FLEXION PROPERTIES OF PART 572 DUMMY NECK, LUMBAR SPINE, AND ABDOMEN. FINAL REPORT

HS-017 753

TEST EVALUATION OF THIOKOL INFLATORS FOR AIR CUSHION RESTRAINT SYSTEMS. FINAL REPORT

HS-017 748

Farbar, C. M. L.

THE CANADIAN BREATHALYZER LEGISLATION: AN INFERRENTIAL EVALUATION

HS-017 916

Farber, Eugene

DEVELOPMENT OF A HEADLIGHT EVALUATION MODEL

HS-017 798

Farmer, Philip J.

THE EDMONTON STUDY. A PILOT PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF A PUBLIC INFORMATION CAMPAIGN ON THE SUBJECT OF DRINKING AND DRIVING

HS-017 931

Fee, Dwight	DRUNK DRIVING: OUTLINE OF A PUBLIC INFORMATION AND EDUCATION PROGRAM	HS-017 928	THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: II. FIELD STUDIES WITH AN INSTRUMENTED AUTOMOBILE	HS-017 889
Fine, Eric W.	ALCOHOL ABUSE IN FIRST OFFENDERS ARRESTED FOR DRIVING WHILE INTOXICATED	HS-017 865	Friedland, Howard B.	WARNING LIGHTS FOR SPECIAL PURPOSE VEHICLES
Finkle, Bryan S.	"WILL THE REAL DRUGGED DRIVER PLEASE STAND UP?" AN ANALYTICAL TOXICOLOGY ASSESSMENT OF DRUGS AND DRIVING	HS-017 908	Gallagher, Vincent P.	CONTRAST REQUIREMENTS OF URBAN DRIVING
Finn, Peter	THE ROLE OF ATTITUDES IN SECONDARY SCHOOL ALCOHOL-TRAFFIC SAFETY EDUCATION	HS-017 936		HS-017 799
Fitzgerald, W.	THE EFFECT OF LUBRICANT ADDITIVES ON THE DURABILITY OF PLATINUM OXIDISING CATALYSTS	HS-017 812	Gambart, Roger	THE INFLUENCE OF SMALL DOSES OF ALCOHOL ON THE RATE OF DECISION MAKING
Flom, Merton C.	ALCOHOL AND MARIJUANA EFFECTS ON STATIC VISUAL ACUITY	HS-017 846	Glancz, Ronald R.	GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS
Forney, Robert , Jr.	IMMUNOASSAYS FOR THE DETECTION OF DRUGS IN DRIVERS	HS-017 909	Gloyns, P. F.	POST-COLLISION VEHICLE FIRES. PROJECT REPORT
Foster, John F.	SULFURIC ACID EMISSIONS FROM AN OXIDATION-CATALYST EQUIPPED VEHICLE	HS-017 786	Goldberg, H.	THE CANADIAN BREATHALIZER LEGISLATION: AN INFERNENTIAL EVALUATION
Foust, David R.	BIOENGINEERING STUDY OF BASIC PHYSICAL MEASUREMENTS RELATED TO SUSCEPTIBILITY TO CERVICAL HYPEREXTENSION-HYPERFLEXION INJURY. FINAL REPORT	HS-017 939	Goodstadt, M.	EXPERIMENTAL EVALUATION OF A COMMUNITY-BASED CAMPAIGN AGAINST DRINKING AND DRIVING
Fox, Bernard H.	PATTERNS OF BLOOD ALCOHOL CONCENTRATIONS AMONG DRIVERS	HS-017 856	Gordon, Stephen	FIELD OF VIEW WITH AND WITHOUT MOTORCYCLE HELMETS. FINAL TECHNICAL REPORT
Frankenhaeuser, Marianne	DRUG EFFECTS ON EMOTIONS: RELEVANCE TO DRIVING ACCIDENTS	HS-017 872	Graf, Carl P.	MARK II INTEGRATED DRIVER VISION TESTING DEVICE. FINAL REPORT
Franks, H. M.	THE INTERACTION OF ALCOHOL AND DELTA 9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING	HS-017 893	Grella, Frank C.	A STATISTICAL PROFILE OF MOTOR VEHICLE OPERATORS WHO HAVE COMPLETED THE STATE OF CONNECTICUT DRIVING WHILE INTOXICATED REEDUCATION PROGRAM
French, I. W.	THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY	HS-017 888	Haffner, J. F. W.	ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS
			Hames, Lee N.	CAN ALCOHOL EDUCATION CHANGE THE ROLE OF YOUTH ON OUR HIGHWAYS?
			Harada, Y.	IMPROVED ASBESTOS MATRICES FOR ALKALINE FUEL CELLS

May 31, 1976

Harger, Rolla N. THE HAMBURG, W. GERMANY, 1973 REPORT QUESTIONING THE RELIABILITY OF BREATH ALCOHOL INSTRUMENTS FOR MEDICOLEGAL USE IN TRAFFIC CASES	HS-017 906	Hieatt, D. EXPERIMENTAL EVALUATION OF A COMMUNITY-BASED CAMPAIGN AGAINST DRINKING AND DRIVING	HS-017 935
Harris, Lawrence S. BREATH ALCOHOL ANALYSIS BY GAS CHROMATOGRAPHY: TWO YEARS' EXPERIENCE WITH FIELD COLLECTED SAMPLES	HS-017 903	Hoch, F. R. WELDBOND AND ITS PERFORMANCE IN ALUMINUM AUTOMOTIVE BODY SHEET	HS-017 817
Harvey, P. G. THE INFLUENCE OF SEX AND PERSONALITY FACTORS UPON THE EFFECTS OF TRANQUILIZERS ON DRIVING PERFORMANCE	HS-017 887	Today, John LAW ENFORCEMENT REQUIREMENTS FOR THE DETECTION AND PREVENTION OF DRINKING AND DRIVING IN CANADA	HS-017 918
Havard, J. D. J. CROSS-NATIONAL COMPARISONS OF DRINKING DRIVING LAWS	HS-017 913	Hodnett, C. Nicholas BREATH ALCOHOL ANALYSIS BY GAS CHROMATOGRAPHY: TWO YEARS' EXPERIENCE WITH FIELD COLLECTED SAMPLES	HS-017 903
Hawthorne, R. T. THE USE OF A SCREENING TEST FOR DRINKING DRIVERS IN CONJUNCTION WITH AN AUTOMATIC DATA PROCESSING UNIT	HS-017 920	Hoefl, G. EFFECTS OF ALCOHOL ON VISUAL ACCOMMODATION AND EYE MOVEMENT LATENCY	HS-017 875
Hearn, D. L. MASS TRANSPORTATION: A NATIONAL COMMITMENT	HS-017 792	Holman, Martin DRINKING CHARACTERISTICS OF DWI INDIVIDUALS SCREENED AS PROBLEM DRINKERS	HS-017 866
Heck, Richard A. MASS TRANSPORTATION VEHICLES AND PEOPLE MOVERS	HS-017 789	Homatidis, S. SENSORIMOTOR AND PHYSIOLOGICAL EFFECTS OF VARIOUS ALCOHOLIC BEVERAGES	HS-017 881
Henderson, R. L. DRIVER SCREENING FOR NIGHT DRIVING	HS-017 802	Hopson, Anna Lee THE EFFECT OF REHABILITATION ON THE DRIVING BEHAVIOR OF PROBLEM DRINKERS	HS-017 922
Henderson, Robert L. EFFECT OF SAFETY HELMETS ON AUDITORY CAPABILITY	HS-801 759	Hossack, Donald W. THE INVESTIGATION OF BLOOD ALCOHOL LEVELS IN 967 ROAD ACCIDENT FATALITIES	HS-017 930
Hensley, V. R. THE INTERACTION OF ALCOHOL AND DELTA 9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING	HS-017 893	Hudson, Page INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE AND OTHER DRUGS IN TRAFFIC FATALITIES	HS-017 907
Hensley, W. J. THE INTERACTION OF ALCOHOL AND DELTA 9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING	HS-017 893	Huelke, Donald F. VERTEBRAL COLUMN INJURIES AND SEAT BELTS	HS-017 840
Hetzl, B. S. COMPULSORY BLOOD ALCOHOL DETERMINATIONS IN ROAD CRASH CASUALTIES: EXPERIENCE FOLLOWING RECENT AUSTRALIAN LEGISLATION	HS-017 921	Hughes, E. S. R. COMPULSORY BLOOD ALCOHOL DETERMINATIONS IN ROAD CRASH CASUALTIES: EXPERIENCE FOLLOWING RECENT AUSTRALIAN LEGISLATION	HS-017 921
		Hutson, Don THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO	HS-017 899

Imahashi, K. COST AND ENERGY CONSERVATION WITH POWDER METALLURGY	HS-017 784	Kaehn, Charles H. PERISCOPE DEVICE FIELD EVALUATION BY GOVERNMENT DRIVERS	HS-801 382
Irgens-Jensen, Olav THE RELATIONSHIP BETWEEN SELF-REPORTED DRUNKEN DRIVING, ALCOHOL CONSUMPTION, AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS	HS-017 864	Kalant, H. SENSORIMOTOR AND PHYSIOLOGICAL EFFECTS OF VARIOUS ALCOHOLIC BEVERAGES	HS-017 881
Irving, Alexander LIGHTING RESEARCH AT THE U.K. TRANSPORT AND ROAD RESEARCH LABORATORY	HS-017 803	Kam, Allan J. GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS	HS-017 835
Israelstam, S. , ed ALCOHOL, DRUGS, AND TRAFFIC SAFETY. PROCEEDINGS OF THE INTERNATIONAL CONFERENCE (6TH) TORONTO, SEPTEMBER 8-13, 1974	HS-017 850	Kapur, B. M. PATTERNS OF DRUG ABUSE AND THEIR RELATIONSHIP TO TRAFFIC ACCIDENTS	HS-017 857
Jackson, D. M. THE INTERACTION OF ALCOHOL AND DELTA-9-TELAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING	HS-017 893	Quality Control in a Toxicology Laboratory	HS-017 912
Jain, Naresh C. A SYSTEM FOR BREATH ALCOHOL ANALYSIS, AND A SYSTEM TO COLLECT AND PRESERVE BREATH EVIDENCE OF BLOOD INTOXICANTS	HS-017 910	Karim, G. A. COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS	HS-017 830
Jampolsky, Arthur ALCOHOL AND MARIJUANA EFFECTS ON STATIC VISUAL ACUTITY	HS-017 846	Karras, L. EFFECTS OF ALCOHOL ON VISUAL ACCOMMODATION AND EYE MOVEMENT LATENCY	HS-017 875
Johnson, H. D. PARKING WITHOUT LIGHTS: THE EFFECT ON ACCIDENTS	HS-017 806	ERRORS IN CURRENT ALCOHOL BREATH ANALYSIS	HS-017 898
Joling, Robert J. SOCIO-MEDICO-LEGAL ASPECTS OF ALCOHOL AND ALCOHOLISM	HS-017 933	Kaufer, Herbert VERTEBRAL COLUMN INJURIES AND SEAT BELTS	HS-017 840
Jones, A. W. A HISTORICAL AND EXPERIMENTAL STUDY OF THE BREATH/BLOOD ALCOHOL RATIO	HS-017 897	Kaye, Sidney ALCOHOL, DRUGS AND CARBON MONOXIDE IN TRAFFIC FATALITIES IN PUERTO RICO	HS-017 859
Jones, I. S. THE USE OF ACCIDENT DATA IN STUDYING VEHICLE HANDLING PERFORMANCE	HS-017 829	Kiefer, E. S. INJURY NUMBERS FOR VARIOUS FRONTAL CRASH TESTS	HS-017 843
Jones, Reese T. ALCOHOL AND MARIJUANA EFFECTS ON STATIC VISUAL ACUTITY	HS-017 846	Kielholz, P. ALCOHOL, DRUGS, AND DRIVING BEHAVIOUR IN SWITZERLAND	HS-017 884
Jones, T. P. A HISTORICAL AND EXPERIMENTAL STUDY OF THE BREATH/BLOOD ALCOHOL RATIO	HS-017 897	Kier, Lawrence C. A SIMPLE METHOD FOR THE DETERMINATION OF THE SMOKING OF MARIJUANA	HS-017 911
		King, W. PERFORMANCE OF ALUMINUM IN BIMETALLIC ASSEMBLIES	HS-017 808

Kittelson, D. B. EFFECT OF ALCOHOLS AS SUPPLEMENTAL FUEL FOR TURBOCHARGED DIESEL ENGINES	HS-017 811	Lederman, Peter B. WASTE OIL MANAGEMENT FROM SUMP TO END USE--A STATUS REPORT	HS-017 780
Knighton, C. L. MANUFACTURING THE THIRD GENERATION ECONOLINE	HS-017 816		
Kobayashi, Minoru EFFECTS OF SMALL DOSES OF ALCOHOL ON THE EYE MOVEMENTS OF DRIVERS	HS-017 876	Lee, Rex. E. GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS	HS-017 835
Kobayashi, Toshimitsu THE SHOCK ISOLATOR FOR THE BUMPER SYSTEM	HS-017 847	Lemke, Ronald D. AN EVALUATION OF TRANSIT BUS AIR CONDITIONING SYSTEMS	HS-017 782
Kopko, R. J. A TEST PROCEDURE FOR EVALUATING TEMPORARY-SHEAR LOSS OF ENGINE LUBRICANTS	HS-017 778	Levett, J. EFFECTS OF ALCOHOL ON VISUAL ACCOMMODATION AND EYE MOVEMENT LATENCY	HS-017 875
Korkeaho, Mikko INVESTIGATIONS INTO LIGHT TRAFFIC I [BICYCLES, MOTORCYCLES]	HS-017 940	ERRORS IN CURRENT ALCOHOL BREATH ANALYSIS	HS-017 898
Kornaczewski, Alexander IDENTIFICATION OF THE DRINKING DRIVER	HS-017 870	LeBlanc, A. E. DRUG AFTER EFFECTS AND TRAFFIC SAFETY	HS-017 891
THE EFFECT OF LOWERING THE LEGAL DRINKING AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR VEHICLE ACCIDENTS	HS-017 925	SENSORMOTOR AND PHYSIOLOGICAL EFFECTS OF VARIOUS ALCOHOLIC BEVERAGES	HS-017 881
Lambert, S. , ed. ALCOHOL, DRUGS, AND TRAFFIC SAFETY. PROCEEDINGS OF THE INTERNATIONAL CONFERENCE (6TH) TORONTO, SEPTEMBER 8-13, 1974	HS-017 850	THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY	HS-017 888
Lancaster, T. A. MASS TRANSPORTATION: A NATIONAL COMMITMENT	HS-017 792	THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: II. FIELD STUDIES WITH AN INSTRUMENTED AUTOMOBILE	HS-017 889
Langard, O. ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS	HS-017 890	Lindgren, Ake MOTOR CLAIMS OF ABSTAINING DRIVERS	HS-017 938
Langford, Nanci THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOR (BEHAVIOR) OF YOUNG DRIVERS	HS-017 926	Lohman, Lorraine S. de Savornin TRUCKS: AN ANALYSIS OF ACCIDENT CHARACTERISTICS BY VEHICLE WEIGHT	HS-017 839
Larson, G. M. THE APPLICATION OF ELASTOMERIC BUCKLING COLUMNS IN AN ENERGY MANAGEMENT BUMPER SYSTEM	HS-017 849	Lonero, L. EXPERIMENTAL EVALUATION OF A COMMUNITY-BASED CAMPAIGN AGAINST DRINKING AND DRIVING	HS-017 935
Leasure, W. A. , Jr. AUTOMOBILE TIRE NOISE: RESULTS OF A PILOT STUDY AND REVIEW OF THE OPEN LITERATURE. FINAL REPORT	HS-017 845	Lonstrup, T. F. THE ROLE OF LUBRICANT ADDITIVES IN CONTROLLING ABNORMAL COMBUSTION (ORI)	HS-017 814
		Lourenco, Manuel J. NONDESTRUCTIVE TESTING SYSTEM FOR RETREADS. FINAL REPORT	HS-801 736
		Lunde, P. K. M. ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS	HS-017 890

Machata, G.	THE ADVANTAGES OF AUTOMATED BLOOD ALCOHOL DETERMINATION BY HEAD SPACE ANALYSIS	HS-017 900	McDermott, F.	COMPULSORY BLOOD ALCOHOL DETERMINATIONS IN ROAD CRASH CASUALTIES: EXPERIENCE FOLLOWING RECENT AUSTRALIAN LEGISLATION	HS-017 921
Mackay, G. M.	POST-COLLISION VEHICLE FIRES. PROJECT REPORT	HS-017 837	McLaughlin, L.	QUALITY CONTROL IN A TOXICOLOGY LABORATORY	HS-017 912
MacArthur, Carol	THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOUR (BEHAVIOR) OF YOUNG DRIVERS	HS-017 926	McLean, J. R.	POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN DRIVING ON SECTIONS OF SANDED, PRIMED SURFACE ON HIGHWAY CURVES	HS-017 823
Malfetti, James L.	A COMPARISON OF CHANGES IN KNOWLEDGE AND ATTITUDE BETWEEN PROBLEM DRINKERS AND NON-PROBLEM DRINKERS FOLLOWING A REEDUCATION PROGRAM	HS-017 923	McLellan, James K.	ENFORCEMENT OF THE LAW IN GREAT BRITAIN: REGARDING MOTORISTS IMPAIRED BY DRINK: SUCCESS AND PROBLEMS	HS-017 919
Mason, Morton F.	THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO	HS-017 899	McMillan, M. L.	PREDICTING THE SHEAR STABILITY OF MULTIGRADE ENGINE OILS FROM BENCH TESTS	HS-017 776
Mathews, D. E.	AUTOMOBILE TIRE NOISE: RESULTS OF A PILOT STUDY AND REVIEW OF THE OPEN LITERATURE. FINAL REPORT	HS-017 845	McGuire, Patrick G.	CONTRAST REQUIREMENTS OF URBAN DRIVING	HS-017 799
May, Gerald W.	HUMAN AND ENVIRONMENTAL FACTORS IN ALCOHOL-RELATED TRAFFIC ACCIDENTS	HS-017 862	Meyers, A. T.	FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS	HS-017 813
McBay, Arthur J.	INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE AND OTHER DRUGS IN TRAFFIC FATALITIES	HS-017 907	Minford, J. D.	WELDBOND AND ITS PERFORMANCE IN ALUMINUM AUTOMOTIVE BODY SHEET	HS-017 817
McBride, Robin S.	DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS: VOLUME I. THE STATE-OF-THE-ART IN DRIVER PROBLEM DIAGNOSIS. FINAL REPORT	HS-801 769	Moore, Marjorie, ed.	DRIVER VISUAL NEEDS IN NIGHT DRIVING.	HS-017 795
	DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS: VOL. 2. ASSESSMENT TECHNIQUES FOR OPERATIONAL USERS. FINAL REPORT	HS-801 770	Mortimer, R. G.	EFFECTS OF LOW AND MODERATE LEVELS OF ALCOHOL ON STEERING PERFORMANCE	HS-017 878
	DRIVER IMPROVEMENT TRAINING AND EVALUATION. FINAL REPORT	HS-801 125	Mortimer, Rudolf G.	FIELD AND COMPUTER-SIMULATED EVALUATION OF HEAD LAMP BEAMS	HS-017 801
McCabe, Lawrence	SIMULATION STUDIES FOR AN URBAN TRAFFIC CORRIDOR. FINAL REPORT	HS-017 793	Moskowitz, Herbert	THE EFFECT OF ALCOHOL ON HUMAN INFORMATION PROCESSING RATE	HS-017 885
McClure, Donald Scott	UNIFORM TIRE QUALITY GRADING--TREADWEAR. FINAL REPORT	HS-801 784		VALIDITY OF DRIVING SIMULATOR STUDIES FOR PREDICTING DRUG EFFECTS IN REAL DRIVING SITUATIONS	HS-017 874
			Mullen, John B.	BREATH ALCOHOL ANALYSIS BY GAS CHROMATOGRAPHY: TWO YEARS' EXPERIENCE WITH FIELD COLLECTED SAMPLES	HS-017 903

May 31, 1976

Mulligan, Michael J. ALCOHOL ABUSE IN FIRST OFFENDERS ARRESTED FOR DRIVING WHILE INTOXICATED	HS-017 865	Oyler, Rex W. IMPLEMENTING RESEARCH RESULTS	HS-017 805
Murphy, T. E. EFFECT OF ALCOHOLS AS SUPPLEMENTAL FUEL FOR TURBOCHARGED DIESEL ENGINES	HS-017 811	Pain, Richard F. DRIVER IMPROVEMENT TRAINING AND EVALUATION. FINAL REPORT	HS-801 125
Murray, James THE EFFECT OF ALCOHOL ON HUMAN INFORMATION PROCESSING RATE	HS-017 885	Palmer, F. H. FACTORS INFLUENCING THE HOT FUEL VAPOUR HANDLING CHARACTERISTICS OF GASOLINE ENGINED AUTOMOBILES	HS-017 827
Nesbitt, Margaret W. MATERIALS DEVELOPMENT FOR LEGISLATORS' SEMINAR IN ALCOHOL AND HIGHWAY SAFETY. FINAL REPORT	HS-801 774	Palmer, Sidney DRINKING CHARACTERISTICS OF DWI INDIVIDUALS SCREENED AS PROBLEM DRINKERS	HS-017 866
Nichols, James L. ONE MODEL FOR THE EVALUATION OF ASAP REHABILITATION EFFORTS	HS-017 937	Pang, H. EXPERIMENTAL EVALUATION OF A COMMUNITY-BASED CAMPAIGN AGAINST DRINKING AND DRIVING	HS-017 935
Noordzij, P. C. COMPARISON OF BLOOD AND BREATH TESTING UNDER FIELD CONDITIONS	HS-017 902	Panik, Michael J. A STATISTICAL PROFILE OF MOTOR VEHICLE OPERATORS WHO HAVE COMPLETED THE STATE OF CONNECTICUT DRIVING WHILE INTOXICATED REEDUCATION PROGRAM	HS-017 844
DRINKING AND DRIVING IN THE NETHERLANDS OVER A FOUR-YEAR PERIOD	HS-017 854	Pearce, Dan S. A COMPARISON BETWEEN THE GAS CHROMATOGRAPH INTOXIMETER AND A DIRECT BLOOD ANALYSIS	HS-017 901
Nummenmaa, Tapi TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL	HS-017 941	Pease, Leander F. , 3rd THE ECONOMICS OF CONVENTIONAL P/M [POWDERS METALLURGY] PARTS PRODUCTION IN THE U.S.	HS-017 785
Olderman, Richard A. GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS	HS-017 835	Perrine, M. W. ALCOHOL, DRUGS, AND DRIVING: RELATIVE PRIORITIES FOR BASIC AND APPLIED RESEARCH	HS-017 861
Olikara, Cherian A COMPUTER PROGRAM FOR CALCULATING PROPERTIES OF EQUILIBRIUM COMBUSTION PRODUCTS WITH SOME APPLICATIONS TO I.C. ENGINES	HS-017 810	THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGH-RISK DRINKING DRIVERS	HS-017 868
Ono, Hiroyuki THE SHOCK ISOLATOR FOR THE BUMPER SYSTEM	HS-017 847	Person, N. L. TENSILE-SHEAR AND FATIGUE PROPERTIES OF RESISTANCE AND MIG SPOT WELDS OF SOME ALUMINUM AUTO BODY SHEET ALLOYS	HS-017 818
Oranen, Lila INVESTIGATIONS INTO LIGHT TRAFFIC I [BICYCLES, MOTORCYCLES]	HS-017 940	Pierce, J. EXPERIMENTAL EVALUATION OF A COMMUNITY-BASED CAMPAIGN AGAINST DRINKING AND DRIVING	HS-017 935
Oster, Joseph A. A JOINT VENTURE OF RECYCLING IN PLANT WASTE OILS	HS-017 779	Preusser, David F. DRUG ABUSE AND DRIVING PERFORMANCE. VOL. 2, APPENDICES B THROUGH F. FINAL REPORT	HS-800 755
Owings, Clyde L. MEASURING THE PHYSICAL DIMENSIONS OF U.S. INFANTS AND CHILDREN	HS-017 838		

Prince, James	FIELD OF VIEW WITH AND WITHOUT MOTORCYCLE HELMETS. FINAL TECHNICAL REPORT	HS-017 758	Rockwell, Thomas H.	DRIVER SEARCH AND SCAN PATTERNS IN NIGHT DRIVING	HS-017 800
Quintin, W. P., Jr.	BART PROGRESS REPORT	HS-017 791	Romeo, David J.	ADVANCED PASSIVE RESTRAINT SYSTEM FOR SUB-COMPACT SIZE VEHICLE FRONT SEAT PASSENGERS. PROGRESS REPORT NO. 16, 6 OCTOBER 1975 TO 2 NOVEMBER 1975	HS-017 768
Rackoff, Nick J.	DRIVER SEARCH AND SCAN PATTERNS IN NIGHT DRIVING	HS-017 800	Ross, H. Laurence	JUDICIAL DISCRETION IN DRINKING-DRIVING CASES: AN EMPIRICAL STUDY OF INFLUENCES AND CONSEQUENCES	HS-017 924
Raymond, Anne	ALCOHOL IN RELATION TO ROAD SAFETY	HS-017 821		THE EFFECTIVENESS OF DRINKING-AND-DRIVING LAWS IN SWEDEN AND GREAT BRITAIN	HS-017 915
	BREATHALYSED DRIVERS--TO COURT OR CLINIC?	HS-017 822	Russam, K.	ROAD SAFETY OF CHILDREN IN THE UNITED KINGDOM	HS-017 841
Reinhardt, Gunther	ALCOHOL CONCENTRATION IN URINE AND ITS FORENSIC EVIDENCE	HS-017 905	Ruuhielto, Kaarin	TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL	HS-017 941
Reis, Raymond E.	ONE MODEL FOR THE EVALUATION OF ASAP REHABILITATION EFFORTS	HS-017 937	Ryan, G. A.	COMPULSORY BLOOD ALCOHOL DETERMINATIONS IN ROAD CRASH CASUALTIES: EXPERIENCE FOLLOWING RECENT AUSTRALIAN LEGISLATION	HS-017 921
Repa, B. S.	VEHICLE-BORNE DRUNK DRIVER COUNTERMEASURES	HS-017 879	Sabey, Barbara E.	ALCOHOL AND ROAD ACCIDENTS IN GREAT BRITAIN	HS-017 858
Ricci, Robert	SIMULATION STUDIES FOR AN URBAN TRAFFIC CORRIDOR. FINAL REPORT	HS-017 793	Sandler, Irwin	DRINKING CHARACTERISTICS OF DWI INDIVIDUALS SCREENED AS PROBLEM DRINKERS	HS-017 866
Rinalducci, Edward J.	VISIBILITY LOSSES CAUSED BY TRANSIENT ADAPTATION AT LOW LUMINANCE LEVELS	HS-017 797	Santamaria, J. N.	SOCIAL PATTERNS OF DRINKING IN YOUNG PEOPLE AND THE RELATED BLOOD ALCOHOL LEVELS	HS-017 882
Roberts, Robin S.	THE EPIDEMIOLOGY OF TRAFFIC ACCIDENTS AND THE EFFECT OF THE 1969 BREATHALYSER LAW IN CANADA	HS-017 917	Saunders, A. Bryan	SEVEN YEARS EXPERIENCE OF BLOOD-ALCOHOL LIMITS IN BRITAIN	HS-017 932
Robertson, Leon S.	MOTORCYCLIST HELMET AND DAYTIME HEADLAMP USE LAWS: EFFECTS ON USE AND FATALITIES	HS-017 824	Schaefer, R. H.	AUTOMATIC TRANSMISSIONS FOR PASSENGER COACHES (BUSES)	HS-017 777
Robinson, Ann E.	PRACTICAL SCIENTIFIC PROBLEMS ASSOCIATED WITH DRINKING AND DRIVING LEGISLATION IN ENGLAND	HS-017 904	Schmidt, Wolfgang	THE EFFECT OF LOWERING THE LEGAL DRINKING AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR VEHICLE ACCIDENTS	HS-017 925
Robinson, D. L.	AUTOMATIC TRANSMISSIONS FOR PASSENGER COACHES (BUSES)	HS-017 777			

May 31, 1976

Schneider, Lawrence W. MEASURING THE PHYSICAL DIMENSIONS OF U.S. INFANTS AND CHILDREN	HS-017 838	Smiley, A. THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: II. FIELD STUDIES WITH AN INSTRUMENTED AUTOMOBILE	HS-017 889
Schurr, Bryce C. THE DRINKING DRIVER: IDENTIFICATION OF HIGH-RISK ALCOHOLICS	HS-017 867	Snyder, Richard G. BIOENGINEERING STUDY OF BASIC PHYSICAL MEASUREMENTS RELATED TO SUSCEPTIBILITY TO CERVICAL HYPEREXTENSION-HYPERFLEXION INJURY. FINAL REPORT	HS-017 939
Schwab, Richard N. IMPLEMENTING RESEARCH RESULTS	HS-017 805	MEASURING THE PHYSICAL DIMENSIONS OF U.S. INFANTS AND CHILDREN	HS-017 838
Scoles, Pascal ALCOHOL ABUSE IN FIRST OFFENDERS ARRESTED FOR DRIVING WHILE INTOXICATED	HS-017 865	Solarz, Artur MEDICAL CONCLUSIONS FROM THE CLINICAL TESTS OF DRUNKEN DRIVERS WITH HIGH ALCOHOL LEVELS	HS-017 883
Seixas, Frank A. THE EFFECT OF REHABILITATION ON THE DRIVING BEHAVIOR OF PROBLEM DRINKERS	HS-017 922	Sowinski, G. PERFORMANCE OF ALUMINUM IN BIMETALLIC ASSEMBLIES	HS-017 880
Sellers, Edward M. THE PHARMACOKINETIC COMPONENT OF DRUG EFFECTS ON DRIVING SKILLS	HS-017 873		
Selzer, Melvin L. ALCOHOLICS AND SOCIAL DRINKERS: CHARACTERISTICS AND DIFFERENTIATION	HS-017 852		
Sheahan, Thomas J. AUTOMOTIVE FUEL SAVINGS THROUGH SELECTED LUBRICANTS	HS-017 775	A RY-SHEAR LOSS OF ENGINE LUBRICANTS	HS-017 778
Shearer, James E. UNIFORM TIRE QUALITY GRADING--TREADWEAR. FINAL REPORT	HS-801 784	Stanton, Bruce THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOUR [BEHAVIOR] OF YOUNG DRIVERS	HS-017 926
Siler, Kenneth F. A COMPARISON BETWEEN THE GAS CHROMATOGRAPH INTOXIMETER AND A DIRECT BLOOD ANALYSIS	HS-017 901	Stark, Richard E. IMPLEMENTING RESEARCH RESULTS	HS-017 805
Silien, Joseph S. HIGHLIGHTS OF UMTA'S RAIL PROGRAM	HS-017 790	Starmer, G. A. THE INTERACTION OF ALCOHOL AND DELTA 9-TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING	HS-017 893
Silverwood, Hartley A. PERFORMANCE CHARACTERISTICS OF ELASTOMERIC BUMPER FASCIA	HS-017 848	Sterling-Smith, Robert S. ALCOHOL, MARIJUANA AND OTHER DRUG PATTERNS AMONG OPERATORS INVOLVED IN FATAL MOTOR VEHICLE ACCIDENTS	HS-017 860
Simon, Kenneth J. A COMPARISON OF CHANGES IN KNOWLEDGE AND ATTITUDE BETWEEN PROBLEM DRINKERS AND NON-PROBLEM DRINKERS FOLLOWING A REEDUCATION PROGRAM	HS-017 923	Stewart, R. M. PREDICTING THE SHEAR STABILITY OF MULTIGRADE ENGINE OILS FROM BENCH TESTS	HS-017 776
Skogman, David P. THE ROLE OF HELICOPTERS IN EMERGENCY MEDICAL TRANSPORTATION		Stroad, Kenneth W., Jr. DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS: VOLUME I. THE STATE-OF-THE-ART IN DRIVER PROBLEM DIAGNOSIS. FINAL REPORT	

DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS: VOL. 2. ASSESSMENT TECHNIQUES FOR OPERATIONAL USERS. FINAL REPORT	HS-801 770	Trumpy, J. H. ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS	HS-017 890
Sturgis, S. P. EFFECTS OF LOW AND MODERATE LEVELS OF ALCOHOL ON STEERING PERFORMANCE	HS-017 878	Tsumiki, C. COST AND ENERGY CONSERVATION WITH POWDER METALLURGY	HS-017 784
Suganuma, Akira THE SHOCK ISOLATOR FOR THE BUMPER SYSTEM	HS-017 847	Tsuzuki, Yasuhiko THE SHOCK ISOLATOR FOR THE BUMPER SYSTEM	HS-017 847
Sunshine, Irving IMMUNOASSAYS FOR THE DETECTION OF DRUGS IN DRIVERS	HS-017 909	Tulpule, A. H. AN ANALYSIS OF SOME WORLD TRANSPORT STATISTICS	HS-017 842
Suzuki, T. COST AND ENERGY CONSERVATION WITH POWDER METALLURGY	HS-017 784	Tundermann, J. H. THE APPLICATION OF ELASTOMERIC BUCKLING COLUMNS IN AN ENERGY MANAGEMENT BUMPER SYSTEM	HS-017 849
Swinehart, James W. PUBLIC INFORMATION PROGRAMS RELATED TO ALCOHOL, DRUGS, AND TRAFFIC SAFETY	HS-017 929	Tunkel, N. THE ROLE OF LUBRICANT ADDITIVES IN CONTROLLING ABNORMAL COMBUSTION (ORI)	HS-017 814
Syvanen, Matti TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL	HS-017 941	Turk, Robert F. INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE AND OTHER DRUGS IN TRAFFIC FATALITIES	HS-017 907
Tamerin, John S. THE IMPORTANCE OF PSYCHOSOCIAL FACTORS ON DRINKING IN ALCOHOLICS: RELEVANCE FOR TRAFFIC SAFETY	HS-017 871	Vader, E. M. WELDBOND AND ITS PERFORMANCE IN ALUMINUM AUTOMOTIVE BODY SHEET	HS-017 817
Tennant, Jean A. VEHICLE-BORNE DRUNK DRIVER COUNTERMEASURES	HS-017 879	VanNote, Wallace E. A SYSTEM FOR BREATH ALCOHOL ANALYSIS, AND A SYSTEM TO COLLECT AND PRESERVE BREATH EVIDENCE OF BLOOD INTOXICANTS	HS-017 910
Thomas, Barry H. INTERACTIONS OF SOME STREET DRUGS	HS-017 892	Verhaegen, Paul THE INFLUENCE OF SMALL DOSES OF ALCOHOL ON THE RATE OF DECISION MAKING	HS-017 886
Thompson, R. R. VEHICLE-BORNE DRUNK DRIVER COUNTERMEASURES	HS-017 879	Voas, Robert B. ROADSIDE SURVEYS, DEMOGRAPHICS AND BACS (BLOOD ALCOHOL CONCENTRATIONS) OF DRIVERS	HS-017 853
Thornber, J. C. P. SOME EXPERIENCES OF FUEL DILUTION OF LUBRICATING OILS IN SMALL DIESEL ENGINES	HS-017 831	Voelker, Cameron C. THE EPIDEMIOLOGY OF TRAFFIC ACCIDENTS AND THE EFFECT OF THE 1969 BREATHALYSER LAW IN CANADA	HS-017 917
Tiainen, Pekka INVESTIGATIONS INTO LIGHT TRAFFIC I [BICYCLES, MOTORCYCLES]	HS-017 940	Wade, William R. NONDESTRUCTIVE TESTING SYSTEM FOR RETREADS. FINAL REPORT	HS-801 736
Trayser, David A. SULFURIC ACID EMISSIONS FROM AN OXIDATION-CATALYST EQUIPPED VEHICLE	HS-017 786		

May 31, 1976

Wallace, F. J.	EXPERIMENTAL AND THEORETICAL PERFORMANCE OF A RADIAL FLOW TURBOCHARGER COMPRESSOR WITH INLET PREWHIRL	HS-017 828	Whittenburg, John A.	DRIVER IMPROVEMENT TRAINING AND EVALUATION. FINAL REPORT	HS-801 125
	PERFORMANCE PREDICTION FOR AUTOMOTIVE TURBOCHARGER COMPRESSORS	HS-017 832	Williams, Leon G.	MARK II INTEGRATED DRIVER VISION TESTING DEVICE. FINAL REPORT	HS-801 781
Waller, Julian A.	EPIDEMIOLOGIC ISSUES ABOUT ALCOHOL, OTHER DRUGS AND HIGHWAY SAFETY	HS-017 851	Wilson, A.	DRUG AFTER EFFECTS AND TRAFFIC SAFETY	HS-017 891
Waller, Patricia F.	TRUCKS: AN ANALYSIS OF ACCIDENT CHARACTERISTICS BY VEHICLE WEIGHT	HS-017 839		SENSORIMOTOR AND PHYSIOLOGICAL EFFECTS OF VARIOUS ALCOHOLIC BEVERAGES	
Walsh, T. J.	ENGINEERING THE THIRD GENERATION ECONOLINE	HS-017 815	Walton, Ned E.	FIXED ILLUMINATION AS A FUNCTION OF DRIVER NEEDS	HS-017 804
Weinert, Dieter	COMPUTER-ELECTRONYSTAGMOGRAPHY: A USEFUL TOOL IN EVALUATING INFLUENCE OF PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC SAFETY	HS-017 877	Wright, B. M.	A HISTORICAL AND EXPERIMENTAL STUDY OF THE BREATH/BLOOD ALCOHOL RATIO	HS-017 897
Westcott, J. S.	SAFETY MOTORCYCLE	HS-017 834	Wynkoop, Robert	DRINKING CHARACTERISTICS OF DWI INDIVIDUALS SCREENED AS PROBLEM DRINKERS	HS-017 866
Westefeld, Albert	SAFETY BELT INTERLOCK SYSTEM USAGE SURVEY. MONTHLY PROGRESS REPORT NO. 11	HS-017 795	Yerrell, J. Stuart	LIGHTING RESEARCH AT THE U.K. TRANSPORT AND ROAD RESEARCH LABORATORY	HS-017 803
Whelan, B.	SIMULATION MODEL FOR A CRANKCASE-COMPRESSION TWO-STROKE SPARK-IGNITION ENGINE INCLUDING INTAKE AND EXHAUST SYSTEMS	HS-017 833	Young, James H.	WARNING LIGHTS FOR SPECIAL PURPOSE VEHICLES	HS-017 786
Whitehead, Paul C.	THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOUR [BEHAVIOR] OF YOUNG DRIVERS	HS-017 926	Zelhart, Paul F. , Jr.	THE DRINKING DRIVER: IDENTIFICATION OF HIGH-RISK ALCOHOLICS	HS-017 867
Whitfield, A.	EXPERIMENTAL AND THEORETICAL PERFORMANCE OF A RADIAL FLOW TURBOCHARGER COMPRESSOR WITH INLET PREWHIRL	HS-017 828	Zink, Peter	ALCOHOL CONCENTRATION IN URINE AND ITS FORENSIC EVIDENCE	HS-017 905
	PERFORMANCE PREDICTION FOR AUTOMOTIVE TURBOCHARGER COMPRESSORS	HS-017 832	Zylman, Richard	MASS ARRESTS FOR IMPAIRED DRIVING MAY NOT PREVENT TRAFFIC DEATHS	HS-017 869



(Adam Opel AG) General Motors Overseas Operations, D-609, Postfach, Federal Republic of Germany, Ruesselsheim, Germany	Alfred Hosp., Dept. of Social and Preventive Medicine, Victoria, Australia
INJURY NUMBERS FOR VARIOUS FRONTAL CRASH TESTS	COMPULSORY BLOOD ALCOHOL DETERMINATIONS IN ROAD CRASH CASUALTIES: EXPERIENCE FOLLOWING RECENT AUSTRALIAN LEGISLATION HS-017 921
	HS-017 921
Abt Assoc., Inc., Cambridge, Mass.	Aluminum Co. of America
THE ROLE OF ATTITUDES IN SECONDARY SCHOOL ALCOHOL-TRAFFIC SAFETY EDUCATION HS-017 936	WELDBOND AND ITS PERFORMANCE IN ALUMINUM AUTOMOTIVE BODY SHEET HS-017 817
	HS-017 817
Addiction Res. Foundation of Ontario, Toronto, Canada	American Medical Assoc., Chicago, Ill. 60610
ALCOHOL, DRUGS, AND TRAFFIC SAFETY. PROCEEDINGS OF THE INTERNATIONAL CONFERENCE (6TH) TORONTO, SEPTEMBER 8-13, 1974 HS-017 850	CAN ALCOHOL EDUCATION CHANGE THE ROLE OF YOUTH ON OUR HIGHWAYS? HS-017 934
	HS-017 934
Addiction Res. Foundation, Clinical Inst., 33 Russell St., Toronto, Ont., Canada M5S 2S1	American Univ., Devel. Education and Training Res. Inst., 2139 Wisconsin Ave., N.W., Washington, D.C. 20007
THE PHARMACOKINETIC COMPONENT OF DRUG EFFECTS ON DRIVING SKILLS HS-017 873	DRIVER IMPROVEMENT TRAINING AND EVALUATION. FINAL REPORT HS-801 125
	HS-801 125
Addiction Res. Foundation, 33 Russell St., Toronto, Canada	Ansvor Mutual Insurance Co., Stockholm, Sweden
DRUG AFTER EFFECTS AND TRAFFIC SAFETY HS-017 891	MOTOR CLAIMS OF ABSTAINING DRIVERS HS-017 938
	HS-017 938
Addiction Res. Foundation, 33 Russell St., Toronto, Ont., Canada M5S 2S1	Applied Science Associates, Inc., P.O. Box 158, Valencia, Pa. 16059
PATTERNS OF DRUG ABUSE AND THEIR RELATIONSHIP TO TRAFFIC ACCIDENTS HS-017 857	MATERIALS DEVELOPMENT FOR LEGISLATORS' SEMINAR IN ALCOHOL AND HIGHWAY SAFETY. FINAL REPORT HS-801 774
	HS-801 774
Addiction Res. Foundation, 33 Russell St., Toronto, Ont., M5S 2S1, Canada	Arizona State Univ., Tempe, Ariz.
IDENTIFICATION OF THE DRINKING DRIVER HS-017 870	DRINKING CHARACTERISTICS OF DWI INDIVIDUALS SCREENED AS PROBLEM DRINKERS HS-017 866
	HS-017 866
SENSORIMOTOR AND PHYSIOLOGICAL EFFECTS OF VARIOUS ALCOHOLIC BEVERAGES HS-017 881	Australian Rd. Res. Board, 500 Burwood Hwy., Vermont South, Victoria (Bag 4) P.O. Box 156, Nunawading, 3131, Australia
QUALITY CONTROL IN A TOXICOLOGY LABORATORY HS-017 912	ALCOHOL IN RELATION TO ROAD SAFETY HS-017 821
	HS-017 821
Aisin Seiki Co., Ltd. (Japan)	Australian Rd. Res. Board, 500 Burwood Hwy., Vermont South, Victoria, (Bag 4) P.O. Box 156, Nunawading, 3131, Australia
THE SHOCK ISOLATOR FOR THE BUMPER SYSTEM HS-017 847	BREATHALYSED DRIVERS--TO COURT OR CLINIC? HS-017 822
	HS-017 822
Alcoa Labs.	Australian Road Res. Board, 500 Burwood Hwy., Vermont South, Victoria, (Bag 4) P.O. Box 156, Nunawading, 3131, Australia
PERFORMANCE OF ALUMINUM IN BIMETALLIC ASSEMBLIES HS-017 808	INTERSECTION CONFLICTS HS-017 820
	HS-017 820
Alcoholism and Drug Addiction Res. Foundation, Toronto, Ont., Canada	POSSIBLE LOSS OF DIRECTIONAL CONTROL WHEN DRIVING ON SECTIONS OF SANDED, PRIMED SURFACE ON HIGHWAY CURVES HS-017 823
THE EFFECT OF LOWERING THE LEGAL DRINKING AGE IN ONTARIO ON ALCOHOL-RELATED MOTOR VEHICLE ACCIDENTS HS-017 925	HS-017 823
Battelle's Columbus Labs.	Sulfuric Acid Emissions from an Oxidation-Catalyst Equipped Vehicle
	HS-017 786

Bechtel, Inc. BART PROGRESS REPORT	HS-017 791	Chevron Res. Co., Richmond, Calif. FIELD SERVICE COMPATIBILITY OF ASHLESS AND FULLY COMPOUNDED ENGINE OILS WITH TWO BEAD-TYPE OXIDATION CATALYSTS	HS-017 813
Booth Oil Co., Inc. A JOINT VENTURE OF RECYCLING IN PLANT WASTE OILS	HS-017 779	Children's Television Workshop, One Lincoln Plaza, New York, N.Y. 10023 PUBLIC INFORMATION PROGRAMS RELATED TO ALCOHOL, DRUGS, AND TRAFFIC SAFETY	HS-017 929
Boston Univ. Law School, Traffic Accident Res. Team, Boston, Mass. ALCOHOL, MARIJUANA AND OTHER DRUG PAT- TERNS AMONG OPERATORS INVOLVED IN FATAL MOTOR VEHICLE ACCIDENTS	HS-017 860	Chrysler Corp. A JOINT VENTURE OF RECYCLING IN PLANT WASTE OILS	HS-017 779
British Medical Assoc., Tavistock Square, London WC1H 9JP, England CROSS-NATIONAL COMPARISONS OF DRINKING DRIVING LAWS	HS-017 913	Clayton Mfg. Co., Educational Dept., El Monte, Calif. A GUIDE TO UNDERLOAD VEHICLE TESTING	HS-017 825
Cal-Detect, Inc., 101 Nevin Ave., Richmond, Calif. THE RANGE OF CONCENTRATIONS OF FREE ACETONE IN THE PLASMA AND BREATH OF DIABETICS AND SOME OBSERVATIONS ON ITS PLASMA/BREATH RATIO	HS-017 899	Clinical Res. Centre, Northwick Park Hosp., Harrow, U.K. A HISTORICAL AND EXPERIMENTAL STUDY OF THE BREATH/BLOOD ALCOHOL RATIO	HS-017 897
Calspan Corp. RESEARCH SAFETY VEHICLE (RSV). PHASE II. STATUS REPORT NO. 2, 16 SEPTEMBER TO 16 NOVEMBER 1975	HS-801 767	Columbia Univ., Teachers College, Box 114, New York, N.Y. A COMPARISON OF CHANGES IN KNOWLEDGE AND ATTITUDE BETWEEN PROBLEM DRINKERS AND NON-PROBLEM DRINKERS FOLLOWING A REEDU- CATION PROGRAM	HS-017 923
Calspan Corp., P.O. Box 235, Buffalo, N.Y. 14221 ADVANCED PASSIVE RESTRAINT SYSTEM FOR SUB- COMPACT SIZE VEHICLE FRONT SEAT PASSENGERS. PROGRESS REPORT NO. 16, 6 OCTOBER 1975 TO 2 NOVEMBER 1975	HS-801 768	Compliance Testing, Inc., 1150 North Freedom St., Ravenna, Ohio 44266 UNIFORM TIRE QUALITY GRADING--TREADWEAR. FINAL REPORT	HS-801 784
Calspan Corp., Transportation Safety Dept., P.O. Box 235, Buffalo, N.Y. 14221 THE USE OF ACCIDENT DATA IN STUDYING VEHIC- LE HANDLING PERFORMANCE	HS-801 829	Consultant Surgeon to the Coroner, 70 Collins St., Melbourne 3000, Victoria, Australia THE INVESTIGATION OF BLOOD ALCOHOL LEVELS IN 967 ROAD ACCIDENT FATALITIES	HS-017 930
Canada Safety Council, Ottawa, Ont., Canada THE EDMONTON STUDY. A PILOT PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF A PUBLIC INFORMATION CAMPAIGN ON THE SUBJECT OF DRINKING AND DRIVING	HS-017 931	Cummins Engine Co. PREPARATION AND OPERATION OF DIESEL EN- GINES IN CONSTRUCTION AND INDUSTRIAL MACHINERY FOR OPERATION IN COLD CLIMATES	HS-017 807
Case Western Reserve Univ., Inst. of Pathology, Cleveland, Ohio 44106 IMMUNOASSAYS FOR THE DETECTION OF DRUGS IN DRIVERS	HS-017 909	Department of the Environment, Transport and Road Res. Lab., Crowthorne, Berks., England PARKING WITHOUT LIGHTS: THE EFFECT ON AC- CIDENTS	HS-017 806
Catholic Univ. of Leuven (Louvain), Tiense straat 102, B- 3000 Leuven, Belgium THE INFLUENCE OF SMALL DOSES OF ALCOHOL ON THE RATE OF DECISION MAKING	HS-017 886	Department of Justice, Civil Div., Washington, D.C. 20530 GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS	HS-017 835
		Department of Transportation HIGHLIGHTS OF UMTA'S RAIL PROGRAM	HS-017 790

May 31, 1976

Department of Transportation, Transportation Systems Center, Kendall Square, Cambridge, Mass. 02142	SIMULATION STUDIES FOR AN URBAN TRAFFIC CORRIDOR. FINAL REPORT	HS-017 793	Ford Motor Co., Assembly Engineering	MANUFACTURING THE THIRD GENERATION ECONOLINE	HS-017 816
NONDESTRUCTIVE TESTING SYSTEM FOR RETREADS. FINAL REPORT		HS-801 736	Franklin Inst. Res. Labs.	CONTRAST REQUIREMENTS OF URBAN DRIVING	HS-017 799
Department of Transportation, Washington, D.C.	DRUNK DRIVING: OUTLINE OF A PUBLIC INFORMATION AND EDUCATION PROGRAM	HS-017 928	General Motors Corp., Anderson, Ind.	IMPLEMENTING RESEARCH RESULTS	HS-017 805
NATIONAL TRANSPORTATION REPORT. CURRENT PERFORMANCE AND FUTURE PROSPECTS. 1974		HS-017 826	General Motors Corp., Detroit Diesel Allison Div.	AUTOMATIC TRANSMISSIONS FOR PASSENGER COACHES [BUSES]	HS-017 777
Dept. of the Environment, Rd. Safety Directorate, London, England	SEVEN YEARS EXPERIENCE OF BLOOD-ALCOHOL LIMITS IN BRITAIN	HS-017 932	General Motors Corp., Res. Labs.	PREDICTING THE SHEAR STABILITY OF MULTIGRADE ENGINE OILS FROM BENCH TESTS	HS-017 776
Dunlap and Assoc., Inc., One Parkland Drive, Darien, Conn. 06820	DRUG ABUSE AND DRIVING PERFORMANCE. VOL. 2, APPENDICES B THROUGH F. FINAL REPORT	HS-800 755	Gulf Oil Corp., Gulf Res. and Dev. Co.	PREDICTING THE SHEAR STABILITY OF MULTIGRADE ENGINE OILS FROM BENCH TESTS	HS-017 776
Edwin Cooper and Co., Ltd.	THE EFFECT OF LUBRICANT ADDITIVES ON THE DURABILITY OF PLATINUM OXIDISING CATALYSTS	HS-017 812	Health and Welfare Canada, Health Protection Branch, Ottawa, Canada, K1A 0L2	INTERACTIONS OF SOME STREET DRUGS	HS-017 892
Engineering Mechanics Dept. Res. Labs., Warren, Mich. 48090	VEHICLE-BORNE DRUNK DRIVER COUNTERMEASURES	HS-017 879	Home Office Central Res. Establishment, Aldermaston, Reading, U.K.	RELIABILITY AND SIGNIFICANCE OF RESULTS OF ALCOHOL AND DRUG ANALYSES	HS-017 894
Environmental Protection Agency	WASTE OIL MANAGEMENT FROM SUMP TO END USE--A STATUS REPORT	HS-017 780	Honeywell Inc., Systems and Res. Center, 2600 Ridgway Pkwy., Minneapolis, Minn. 55413	MARK II INTEGRATED DRIVER VISION TESTING DEVICE. FINAL REPORT	HS-801 781
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Federal Hwy. Administration	IMPLEMENTING RESEARCH RESULTS	HS-017 805	Human Resources Research Organization, 300 North Washington St., Alexandria, Va. 22314	DIAGNOSTIC ASSESSMENT OF DRIVER PROBLEMS: VOLUME 1. THE STATE-OF-THE-ART IN DRIVER PROBLEM DIAGNOSIS. FINAL REPORT	HS-801 769
Federal Hwy. Administration, Bureau of Motor Carrier Safety, Washington, D.C. 20590	MOTOR CARRIER ACCIDENT INVESTIGATION. MT. ZION BAPTIST CHURCH. ACCIDENT--MAY 30, 1975--MILWAUKEE, WISCONSIN	HS-017 944	Illinois Dept. of Transportation	IMPLEMENTING RESEARCH RESULTS	HS-017 805
Ford Motor Co.	DEVELOPMENT OF A HEADLIGHT EVALUATION MODEL	HS-017 798	Indiana Univ. School of Medicine, Indianapolis, Ind.	THE HAMBURG, W. GERMANY, 1973 REPORT QUESTIONING THE RELIABILITY OF BREATH ALCOHOL INSTRUMENTS FOR MEDICOLEGAL USE IN TRAFFIC CASES	HS-017 906
ENGINEERING	THE THIRD GENERATION ECONOLINE	HS-017 815			

Indiana Univ., Centre for Studies of Law in Action, Bloomington, Ind.	Kysor Industrial Corp., Kysor of Byron Div. AIR CONDITIONING--THE INTEGRATED SYSTEM
PROBLEMS OF ENFORCEMENT, ADJUDICATION AND SANCTIONING	HS-017 781
Institut fur Rechtsmedizin, D 8520 Erlangen, Universitatsstr. 22, West Germany	Lanarkshire Constabulary, Lanarkshire, Scotland ENFORCEMENT OF THE LAW IN GREAT BRITAIN REGARDING MOTORISTS IMPAIRED BY DRINK: SUCCESS AND PROBLEMS
ALCOHOL CONCENTRATION IN URINE AND ITS FORENSIC EVIDENCE	HS-017 919
Institute for Rd. Safety Res. SWOV, Voorburg, The Netherlands	Liikenneturva, Central Organization for Traffic Safety, Res. Bureau, Iso Roobertinkatu 20, 00120 Helsinki 12, Finland INVESTIGATIONS INTO LIGHT TRAFFIC I (BICYCLES, MOTORCYCLES)
DRINKING AND DRIVING IN THE NETHERLANDS OVER A FOUR-YEAR PERIOD	HS-017 940
Institute for Road Safety Res. (SWOV), Voorburg, The Netherlands	Liikenneturva, Central Organization for Traffic Safety, Iso Roobertinkatu 20, 00120 Helsinki 12, Finland TRAFFIC EDUCATION PROGRAMME FOR PRESCHOOL AGED CHILDREN AND CHILDREN STARTING SCHOOL
COMPARISON OF BLOOD AND BREATH TESTING UNDER FIELD CONDITIONS	HS-017 941
Institute of Forensic Medicine, Chemistry Dept., Sensengasse 2, Vienna, Austria	London Hosp. Medical Coll., Dept. of Forensic Medicine, Turner St., London E1 2AD, England PRACTICAL SCIENTIFIC PROBLEMS ASSOCIATED WITH DRINKING AND DRIVING LEGISLATION IN ENGLAND
THE ADVANTAGES OF AUTOMATED BLOOD AL- COHOL DETERMINATION BY HEAD SPACE ANALY- SIS	HS-017 904
Insurance Inst. for Hwy. Safety, Watergate 600, Washington, D.C. 20037	Lubrizol Corp. AUTOMOTIVE FUEL SAVINGS THROUGH SELECTED LUBRICANTS
MOTORCYCLIST HELMET AND DAYTIME HEADLAMP USE LAWS: EFFECTS ON USE AND FATALITIES	HS-017 775
International Nickel Co., Inc.	McCord Corp., Davidson Rubber Co., Inc. PERFORMANCE CHARACTERISTICS OF ELASTOMERIC BUMPER FASCIA
THE APPLICATION OF ELASTOMERIC BUCKLING COLUMNS IN AN ENERGY MANAGEMENT BUMPER SYSTEM	HS-017 848
IIT Res. Inst.	Memorial Univ. of Newfoundland, Div. of Community Medicine, St. John's, Newfoundland, Canada THE EPIDEMIOLOGY OF TRAFFIC ACCIDENTS AND THE EFFECT OF THE 1969 BREATHALYSER LAW IN CANADA
IMPROVED ASBESTOS MATRICES FOR ALKALINE FUEL CELLS	HS-017 917
Kaiser Aluminum and Chemical Corp.	Midwest Res. Inst., Kansas City, Mo. THE PREVALENCE OF DRUGS IN FATALLY IN- JURED DRIVERS
TENSILE-SHEAR AND FATIGUE PROPERTIES OF RE- SISTANCE AND MIG SPOT WELDS OF SOME ALU- MINUM AUTO BODY SHEET ALLOYS	HS-017 863
Kier Labs. Inc., 6740 E. Hampden Ave., 0303 Denver, Colo.	Minicars, Inc., 35 La Patera Lane, Goleta, Calif. 93017 RESEARCH SAFETY VEHICLE (RSV). PHASE 2. BI- MONTHLY PROGRESS REPORT NO. 2, SEPTEMBER 17, 1975 TO NOVEMBER 16, 1975
A SIMPLE METHOD FOR THE DETERMINATION OF THE SMOKING OF MARIJUANA	HS-017 777
Kwara State Coll., Ilorin, Nigeria	RESEARCH SAFETY VEHICLE (RSV). PHASE 2. BI- MONTHLY PROGRESS REPORT NO. 1, JULY 16, 1975 TO SEPTEMBER 16, 1975
COMBUSTION, KNOCK AND EMISSION CHARAC- TERISTICS OF A NATURAL GAS FUELLED SPARK IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS	HS-017 778
	Ministry of Transport, Rd. Safety Branch, Ottawa, Canada THE CANADIAN BREATHALIZER LEGISLATION: AN INFERENTIAL EVALUATION
	HS-017 916

**Ministry of Transportation and Communications,
Downview, Ont., Canada**

EXPERIMENTAL EVALUATION OF A COMMUNITY-BASED CAMPAIGN AGAINST DRINKING AND DRIVING

HS-017 935

**National Assoc. of Australian State Road Authorities,
Sydney**

VEHICLE LIMITS FOR ROAD SAFETY AND ROAD PROTECTION

HS-017 836

National Bureau of Standards, Washington, D. C. 20234

AUTOMOBILE TIRE NOISE: RESULTS OF A PILOT STUDY AND REVIEW OF THE OPEN LITERATURE. FINAL REPORT

HS-017 845

National Cancer Inst., Bethesda, Md. 20014

PATTERNS OF BLOOD ALCOHOL CONCENTRATIONS AMONG DRIVERS

HS-017 856

**National Com. on Uniform Traffic Laws and Ordinances,
Suite 430, 1776 Massachusetts Ave., N.W., Washington,
D.C. 20036**

WARNING LIGHTS FOR SPECIAL PURPOSE VEHICLES

HS-017 786

National Council on Alcoholism, 2 Park Ave., New York, N.Y. 10016

THE EFFECT OF REHABILITATION ON THE DRIVING BEHAVIOR OF PROBLEM DRINKERS

HS-017 922

**National Hwy. Traffic Safety Administration
DRIVER SCREENING FOR NIGHT DRIVING**

HS-017 802

IMPLEMENTING RESEARCH RESULTS

HS-017 805

THE DRIVER EDUCATION EVALUATION PROGRAM (DEEP) STUDY. A REPORT TO THE CONGRESS

HS-017 766

National Hwy. Traffic Safety Administration.

TRAFFIC SAFETY PROGRAMS CONTRACTS. RESEARCH AND DEVELOPMENT, DEMONSTRATIONS, MANPOWER DEVELOPMENT. FY 1975-FY 1976

HS-017 725

National Hwy. Traffic Safety Administration, Office of Alcohol Countermeasure, Washington, D.C. 20590

ROADSIDE SURVEYS, DEMOGRAPHICS AND BACS [BLOOD ALCOHOL CONCENTRATIONS] OF DRIVERS

HS-017 853

National Hwy. Traffic Safety Administration, Office of Crash Avoidance, Washington, D.C.

PERISCOPE DEVICE FIELD EVALUATION BY GOVERNMENT DRIVERS

HS-017 382

National Hwy. Traffic Safety Administration, Office of Driver and Pedestrian Programs, Washington, D.C.

ONE MODEL FOR THE EVALUATION OF ASAP REHABILITATION EFFORTS

HS-017 937

National Hwy. Traffic Safety Administration, Office of Driver and Pedestrian Res.

EFFECT OF SAFETY HELMETS ON AUDITORY CAPABILITY

HS-801 759

National Hwy. Traffic Safety Administration, Safety Res. Lab., 6501 Lafayette Ave. Bldg. 2, Riverdale, Md. 20840

FIELD OF VIEW WITH AND WITHOUT MOTORCYCLE HELMETS. FINAL TECHNICAL REPORT

HS-801 758

National Hwy. Traffic Safety Administration,

Washington, D.C. 20590

GOVERNMENT'S BRIEF ON THE UNIFORM TIRE QUALITY GRADING STANDARDS

HS-017 835

**National Hwy. Traffic Safety Administration,
Washington, D.C.**

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS-1974. VOL. 2: DETAILED ANALYSIS. CH. 3: EVALUATION OF THE JUDICIAL AND LEGISLATIVE COUNTERMEASURE ACTIVITIES

HS-801 709

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF OPERATIONS-1974. VOL. 2: DETAILED ANALYSIS. CH. 1: ASAP PROGRAM EVALUATION METHODOLOGY AND OVERALL PROGRAM IMPACT

HS-801 726

ALCOHOL SAFETY ACTION PROJECTS. EVALUATION OF ANALYSIS. MENT COU.

National Inst. for Alcohol Res., Oslo, Norway

THE RELATIONSHIP BETWEEN SELF-REPORTED DRUNKEN DRIVING, ALCOHOL CONSUMPTION, AND PERSONALITY VARIABLES AMONG NORWEGIAN STUDENTS

HS-017 864

National Inst. for Forensic Chemistry, 104 01 Stockholm 60, Sweden

ASPECTS OF DRUG ANALYSES IN RELATION TO ROAD TRAFFIC LEGISLATION AND SUPERVISION

HS-017 896

National Lab. for Forensic Chemistry, 104 01 Stockholm, 60 Sweden

MEDICAL CONCLUSIONS FROM THE CLINICAL TESTS OF DRUNKEN DRIVERS WITH HIGH ALCOHOL LEVELS

HS-017 883

National Res. Council, Ottawa, Canada, K1A 0S2

THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: II. FIELD STUDIES WITH AN INSTRUMENTED AUTOMOBILE

HS-017 889

National Res. Inst. of Police Science, 6 Sambancho, Chiyodaku, Tokyo, Japan 120

EFFECTS OF SMALL DOSES OF ALCOHOL ON THE EYE MOVEMENTS OF DRIVERS

HS-017 876

New Mexico Accident Study Prog., c/o Civil Engineering, Univ. of New Mexico, Albuquerque, N. Mex. 87131
HUMAN AND ENVIRONMENTAL FACTORS IN ALCOHOL-RELATED TRAFFIC ACCIDENTS

HS-017 862

New South Wales Police Dept., Breath Analysis Section, Sydney, Australia

THE USE OF A SCREENING TEST FOR DRINKING DRIVERS IN CONJUNCTION WITH AN AUTOMATIC DATA PROCESSING UNIT

HS-017 920

Nucro-Technics Labs., 2000 Ellesmere Rd., Scarborough, Ont., Canada

THE COMBINED EFFECTS OF ALCOHOL AND COMMON PSYCHOACTIVE DRUGS: I. STUDIES ON HUMAN PURSUIT TRACKING CAPABILITY

HS-017 888

Office of the Chief Medical Examiner, Div. of Health Services, P.O. Box 2488, Chapel Hill, N.C. 27514

INVOLVEMENT OF ALCOHOL, CARBON MONOXIDE AND OTHER DRUGS IN TRAFFIC FATALITIES

HS-017 907

Ohio State Univ.

DRIVER SEARCH AND SCAN PATTERNS IN NIGHT DRIVING

HS-017 800

Ohio State Univ., Inst. for Res. in Vision

NIGHT VISIBILITY UNDER DIFFERENT SYSTEMS OF FIXED ROADWAY LIGHTING: A PROGRESS REPORT

HS-017 796

Omicron Systems Corp., Palo Alto, Calif. 94303

A SYSTEM FOR BREATH ALCOHOL ANALYSIS, AND A SYSTEM TO COLLECT AND PRESERVE BREATH EVIDENCE OF BLOOD INTOXICANTS

HS-017 910

Opinion Res. Corp., North Harrison St., Princeton, N.J. 08540

SAFETY BELT INTERLOCK SYSTEM USAGE SURVEY. MONTHLY PROGRESS REPORT NO. 11

HS-801 795

Orange County Sheriff's Dept., Lab. of Criminalistics, 550 North Flower St., Santa Ana, Calif. 92702

A COMPARISON BETWEEN THE GAS CHROMATOGRAPH INTOXIMETER AND A DIRECT BLOOD ANALYSIS

HS-017 901

Parsons, Brinckerhoff, Quade and Douglas, Inc.

CONTROL OF THE SUBWAY ENVIRONMENT

HS-017 787

Pennsylvania State Univ.

DRIVER SEARCH AND SCAN PATTERNS IN NIGHT DRIVING

HS-017 800

Perkins Engines Co.

SOME EXPERIENCES OF FUEL DILUTION OF LUBRICATING OILS IN SMALL DIESEL ENGINES

HS-017 831

Pioneer Engineering and Mfg. Co.

THE APPLICATION OF ELASTOMERIC BUCKLING COLUMNS IN AN ENERGY MANAGEMENT BUMPER SYSTEM

HS-017 849

Powder-Tech Associates, Inc.

THE ECONOMICS OF CONVENTIONAL P/M [POWDER METALLURGY] PARTS PRODUCTION IN THE U.S.

HS-017 785

PARAMINS Technology Div., Linden, N. J.

THE ROLE OF LUBRICANT ADDITIVES IN CONTROLLING ABNORMAL COMBUSTION (ORI)

HS-017 814

Rohm and Haas Co.

A TEST PROCEDURE FOR EVALUATING TEMPORARY-SHEAR LOSS OF ENGINE LUBRICANTS

HS-017 778

Rohr Industries, Inc.

MASS TRANSPORTATION: A NATIONAL COMMITMENT

HS-017 792

Rovac Corp.

THE ROVAC AUTOMOTIVE AIR CONDITIONING SYSTEM

HS-017 783

Royal Canadian Mounted Police, Scientific Services, Ottawa, Canada

LAW ENFORCEMENT REQUIREMENTS FOR THE DETECTION AND PREVENTION OF DRINKING AND DRIVING IN CANADA

HS-017 918

Rush-Presbyterian-St. Luke's Medical Centre, Dept. of Biomedical Engineering, 1753 West Congress Pkwy., Chicago, Ill. 60612

EFFECTS OF ALCOHOL ON VISUAL ACCOMMODATION AND EYE MOVEMENT LATENCY

HS-017 875

Rush-Presbyterian-St. Luke's Medical Centre, Dept. of Biomedical Engineering, Chicago, Ill. 60612

ERRORS IN CURRENT ALCOHOL BREATH ANALYSIS

HS-017 898

Saint Luke's Hosp. Center, Phoenix, Ariz.

DRINKING CHARACTERISTICS OF DWI INDIVIDUALS SCREENED AS PROBLEM DRINKERS

HS-017 866

Saint Vincent's Hosp., Dept. of Community Medicine, Melbourne, Australia

SOCIAL PATTERNS OF DRINKING IN YOUNG PEOPLE AND THE RELATED BLOOD ALCOHOL LEVELS

HS-017 882

Silver Hill Foundation, New Canaan, Conn. 06840

THE IMPORTANCE OF PSYCHOSOCIAL FACTORS ON DRINKING IN ALCOHOLICS: RELEVANCE FOR TRAFFIC SAFETY

HS-017 871

May 31, 1976

Society of Automotive Engineers, Inc., 400 Commonwealth Dr., Warrendale, Pa. 15090	MAINTENANCE OF AUTOMOTIVE ENGINE COOLING SYSTEMS-HS40. 3RD ED.	HS-017 819	Transportation Res. Board, Washington, D.C.	DRIVER VISUAL NEEDS IN NIGHT DRIVING.	HS-017 795
Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, Pa. 15096	USE OF ALUMINUM IN AUTOMOBILES-EFFECT ON THE ENERGY DILEMMA	HS-017 788	Ullevaal Hosp., Surgical Dept., Oslo, 1 Norway	ETHANOL AND DIAZEPAM AS CAUSATIVE AGENTS IN ROAD TRAFFIC ACCIDENTS	HS-017 890
State Dept. of Health, Burlington, Vt.	BREATH ALCOHOL ANALYSIS BY GAS CHROMATOGRAPHY: TWO YEARS' EXPERIENCE WITH FIELD COLLECTED SAMPLES	HS-017 903	Ultrasystems, Inc., Dynamic Science Div., 1850 West Pinnacle Peak Rd., Phoenix, Ariz. 85027	CRASH INJURY REDUCTION AND POST-CRASH FACTORS EVALUATIONS. FORD ESV'S-FORTY MPH, FIFTY-MPH, AND LOW-SPEED BARRIER IMPACTS. FINAL REPORT	HS-801 052
State Univ. of New Jersey, Rutgers, Center of Alcohol Studies, New Brunswick, N.J.	MASS ARRESTS FOR IMPAIRED DRIVING MAY NOT PREVENT TRAFFIC DEATHS	HS-017 869	TEST EVALUATION OF THIOKOL INFLATORS FOR AIR CUSHION RESTRAINT SYSTEMS. FINAL REPORT	HS-801 748	
Sundberg-Ferar, Inc.	MASS TRANSPORTATION VEHICLES AND PEOPLE MOVERS	HS-017 789	INVESTIGATION OF TEST PARAMETERS AFFECTING FLEXION PROPERTIES OF PART 572 DUMMY NECK, LUMBAR SPINE, AND ABDOMEN. FINAL REPORT	HS-801 753	
Texas A and M Univ., Texas Transportation Inst.	FIXED ILLUMINATION AS A FUNCTION OF DRIVER NEEDS	HS-017 804	ANTHROPOMORPHIC DUMMY POSITIONING REPEATABILITY, AND STABILITY TESTS. FINAL REPORT	HS-801 754	
Thermo King Corp.	AN EVALUATION OF TRANSIT BUS AIR CONDITIONING SYSTEMS	HS-017 782	University of Alberta, Dept. of Psychology, Canada	THE DRINKING DRIVER: IDENTIFICATION OF HIGH-RISK ALCOHOLICS	HS-017 867
Toyota Motor Co., Ltd. (Japan)	COST AND ENERGY CONSERVATION WITH POWDER METALLURGY	HS-017 784	University of Arizona, Coll. of Medicine, Tucson, Ariz. 85724	SOCIO-MEDICO-LEGAL ASPECTS OF ALCOHOL AND ALCOHOLISM	HS-017 933
Transport and Rd. Res. Lab., Crowthorne, England	ALCOHOL AND ROAD ACCIDENTS IN GREAT BRITAIN	HS-017 858	University of Bath, Claverton Down, Bath, England	EXPERIMENTAL AND THEORETICAL PERFORMANCE OF A RADIAL FLOW TURBOCHARGER COMPRESSOR WITH INLET PREWHIRL	HS-017 828
Transport and Road Res. Lab., Crowthorne, Berks.	LIGHTING RESEARCH AT THE U.K. TRANSPORT AND ROAD RESEARCH LABORATORY	HS-017 803	University of Bath, School of Engineering, Claverton Down, Bath BA2 7AY England	PERFORMANCE PREDICTION FOR AUTOMOTIVE TURBOCHARGER COMPRESSORS	HS-017 832
Transport and Road Res. Lab., Rd. User Characteristics Div., Crowthorne, Berks., England	ROAD SAFETY OF CHILDREN IN THE UNITED KINGDOM	HS-017 841	University of Birmingham, Accident Res. Unit, England	POST-COLLISION VEHICLE FIRES. PROJECT REPORT	HS-017 837
Transport and Road Res. Lab., Urban Transport Div., Crowthorne, Berks., England	AN ANALYSIS OF SOME WORLD TRANSPORT STATISTICS	HS-017 842	University of Birmingham, Dept. of Transportation and Environmental Planning, P.O. Box 363, Edgbaston, Birmingham 15 England	THE INFLUENCE OF SEX AND PERSONALITY FACTORS UPON THE EFFECTS OF TRANQUILIZERS ON DRIVING PERFORMANCE	HS-017 887
			University of Calgary, Calgary, Canada	COMBUSTION, KNOCK AND EMISSION CHARACTERISTICS OF A NATURAL GAS FUELLED SPARK	

IGNITION ENGINE WITH PARTICULAR REFERENCE TO LOW INTAKE TEMPERATURE CONDITIONS University of California at Los Angeles, School of Engineering, Los Angeles, Calif. 90024 VALIDITY OF DRIVING SIMULATOR STUDIES FOR PREDICTING DRUG EFFECTS IN REAL DRIVING SITUATIONS THE EFFECT OF ALCOHOL ON HUMAN INFORMA- TION PROCESSING RATE University of California, Inst. of Transportation and Traffic Engineering, Los Angeles, Calif. 90024 TRAFFIC VIOLATIONS IN RELATION TO DRIVER CHARACTERISTICS AND ACCIDENT FREQUENCY. FINAL REPORT University of California, Los Angeles DRIVER SCREENING FOR NIGHT DRIVING University of Denver College of Law, Denver, Colo. JUDICIAL DISCRETION IN DRINKING-DRIVING CASES: AN EMPIRICAL STUDY OF INFLUENCES AND CONSEQUENCES University of Denver, Coll. of Law, Denver, Colo. THE EFFECTIVENESS OF DRINKING-AND-DRIVING LAWS IN SWEDEN AND GREAT BRITAIN University of Illinois at Urbana-Champaign, Dept. of Health and Safety Education FIELD AND COMPUTER-SIMULATED EVALUATION OF HEAD LAMP BEAMS University of Manchester Inst. of Science and Technology, Sackville St., Manchester M60 1QD England SIMULATION MODEL FOR A CRANKCASE-COM- PRESSION TWO-STROKE SPARK-IGNITION ENGINE INCLUDING INTAKE AND EXHAUST SYSTEMS University of Michigan Medical School, Ann Arbor, Mich. 48104 ALCOHOLICS AND SOCIAL DRINKERS: CHARAC- TERISTICS AND DIFFERENTIATION University of Michigan, Hwy. Safety Res. Inst., Ann Arbor, Mich. 48105 CHARACTERISTICS OF LATE-NIGHT, WEEKEND DRIVERS: RESULTS OF THE U.S. NATIONAL ROAD- SIDE BREATH-TESTING SURVEY AND SEVERAL LOCAL SURVEYS University of Michigan, Hwy. Safety Res. Inst., Huron Pkwy. at Baxter Rd., Ann Arbor, Mich. 48105 EFFECTS OF LOW AND MODERATE LEVELS OF AL- COHOL ON STEERING PERFORMANCE	HS-017 830 HS-017 874 HS-017 885 HS-017 943 HS-017 802 HS-017 924 HS-017 915 HS-017 801 HS-017 833 HS-017 852 HS-017 855 HS-017 856 HS-017 857 HS-017 858 HS-017 859 HS-017 860 HS-017 861	University of Minnesota EFFECT OF ALCOHOLS AS SUPPLEMENTAL FUEL FOR TURBOCHARGED DIESEL ENGINES University of North Carolina Hwy. Safety Res. Center, Chapel Hill, N. C. TRUCKS: AN ANALYSIS OF ACCIDENT CHARAC- TERISTICS BY VEHICLE WEIGHT University of Oklahoma College of Medicine, Oklahoma City, Okla. 73190 RECENT DEVELOPMENTS IN BREATH-ALCOHOL ANALYSIS University of Puerto Rico, Inst. of Legal Medicine, Puerto Rico ALCOHOL, DRUGS AND CARBON MONOXIDE IN TRAFFIC FATALITIES IN PUERTO RICO University of Stockholm, Psychological Labs., 113 85 Stockholm, Sweden DRUG EFFECTS ON EMOTIONS: RELEVANCE TO DRIVING ACCIDENTS University of Sydney, Dept. of Pharmacology, Sydney, N.S.W. 2006, Australia THE INTERACTION OF ALCOHOL AND DELTA 9- TETRAHYDROCANNABINOL IN MAN: EFFECTS ON PSYCHOMOTOR SKILLS RELATED TO DRIVING University of Ulm, Dept. of Neurology, 9 Steinbockstrasse, 79 Ulm, West Germany COMPUTER-ELECTRONYSTAGMOGRAPHY: A USE- FUL TOOL IN EVALUATING INFLUENCE OF PSYCHOPHARMACOLOGICAL DRUGS ON TRAFFIC SAFETY University of Utah, Center for Human Toxicology, Salt Lake City, Utah 84112 "WILL THE REAL DRUGGED DRIVER PLEASE STAND UP?" AN ANALYTICAL TOXICOLOGY AS- SESSMENT OF DRUGS AND DRIVING University of Vermont, Burlington, Vt. BREATH ALCOHOL ANALYSIS BY GAS CHRO- MATOGRAPHY: TWO YEARS' EXPERIENCE WITH FIELD COLLECTED SAMPLES University of Vermont, Dept. of Epidemiology and Environmental Health, Burlington, Vt. EPIDEMIOLOGIC ISSUES ABOUT ALCOHOL, OTHER DRUGS AND HIGHWAY SAFETY University of Vermont, Proj. ABETS, Burlington, Vt. ALCOHOL, DRUGS, AND DRIVING: RELATIVE PRI- ORITIES FOR BASIC AND APPLIED RESEARCH	HS-017 811 HS-017 893 HS-017 895 HS-017 859 HS-017 872 HS-017 893 HS-017 893 HS-017 893 HS-017 893 HS-017 877 HS-017 893 HS-017 908 HS-017 903 HS-017 903 HS-017 851
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May 31, 1976

THE VERMONT DRIVER PROFILE: A PSYCHOMETRIC APPROACH TO EARLY IDENTIFICATION OF POTENTIAL HIGHRISK DRINKING DRIVERS

HS-017 868

University of Virginia

VISIBILITY LOSSES CAUSED BY TRANSIENT ADAPTATION AT LOW LUMINANCE LEVELS

HS-017 797

University of Wales Inst. of Science and Technology, Cardiff, U.K.

A HISTORICAL AND EXPERIMENTAL STUDY OF THE BREATH/BLOOD ALCOHOL RATIO

HS-017 897

University of Western Ontario, Dept. of Sociology, London, Canada

THE IMPACT OF THE CHANGE IN THE DRINKING AGE ON THE COLLISION BEHAVIOUR (BEHAVIOR) OF YOUNG DRIVERS

HS-017 926

University of Wisconsin

A COMPUTER PROGRAM FOR CALCULATING PROPERTIES OF EQUILIBRIUM COMBUSTION PRODUCTS WITH SOME APPLICATIONS TO I.C. EN-

GINES

HS-017 810

University Psychiatric Clinic, Wilh. Klein Str. 27, Basle, Switzerland

ALCOHOL, DRUGS, AND DRIVING BEHAVIOUR IN SWITZERLAND

HS-017 884

USAMC Intern Training Center-USAMC Attn: AMXMC-ITC-E-S, Red River Army Depot, Texarkana, Tex. 75501

THE ROLE OF HELICOPTERS IN EMERGENCY MEDICAL CARE SYSTEMS

HS-017 794

Victoria Police Dept., Melbourne, Australia

THE COMPULSORY BREATHALYZER .05% LEGISLATION IN VICTORIA

HS-017 927

West Philadelphia Community Mental Health Consortium, Philadelphia, Pa. 19101

ALCOHOL ABUSE IN FIRST OFFENDERS ARRESTED FOR DRIVING WHILE INTOXICATED

HS-017 865

Contract Number Index

DOT-HS-046-2-468		HS-801 769
Ultrasystems, Inc., Dynamic Science Div., 1850 West Pinna- cle Peak Rd., Phoenix, Ariz. 85027	HS-801 052	
DOT-HS-046-5-1030		HS-801 795
Ultrasystems, Inc., Dynamic Science Div., 1850 West Pinna- cle Peak Rd., Phoenix, Ariz. 85027	HS-801 754	
DOT-HS-099-1-184		HS-801 784
Dunlap and Assoc., Inc., One Parkland Drive, Darien, Conn. 06820	HS-800 755	
DOT-HS-133-1-200		HS-801 748
American Univ., Devel. Education and Training Res. Inst., 2139 Wisconsin Ave., N.W., Washington, D.C. 20007	HS-801 125	
DOT-HS-249-2-437		HS-801 786
University of Denver College of Law, Denver, Colo.	HS-017 924	
DOT-HS-264-2-479		HS-801 767
National Council on Alcoholism, 2 Park Ave., New York, N.Y. 10016	HS-017 922	
DOT-HS-265-2-489		HS-801 777
University of Vermont, Proj. ABETS, Burlington, Vt.	HS-017 861	
DOT-HS-4-00963		HS-801 778
Honeywell Inc., Systems and Res. Center, 2600 Ridgway Pkwy., Minneapolis, Minn. 55413	HS-801 781	
DOT-HS-4-00972		HS-801 753
Calspan Corp., P.O. Box 235, Buffalo, N.Y. 14221	HS-801 768	
DOT-HS-4-00985		HS-017 939
Applied Science Associates, Inc., P.O. Box 158, Valencia, Pa. 16059	HS-801 774	
DOT-HS-4-01015		HS-017 856
Human Resources Res. Organization (HumRRO) 300 North Washington St., Alexandria, Va. 22314	HS-801 770	
Human Resources Research Organization, 300 North Washington St., Alexandria, Va. 22314	HS-017 878	
DOT-HS-5-01039		
Opinion Res. Corp., North Harrison St., Princeton, N.J. 08540		
DOT-HS-5-01047-1		
Compliance Testing, Inc., 1150 North Freedom St., Raven- na, Ohio 44266		
DOT-HS-5-01104		
Ultrasystems, Inc., Dynamic Science Div., 1850 West Pinna- cle Peak Rd., Phoenix, Ariz. 85027		
DOT-HS-5-01121		
National Com. on Uniform Traffic Laws and Ordinances, Suite 430, 1776 Massachusetts Ave., N.W., Washington, D.C. 20036		
DOT-HS-5-01214		
Calspan Corp.		
DOT-HS-5-01215		
Minicars, Inc., 35 La Patera Lane, Goleta, Calif. 93017		
Minicars, Inc., 35 La Patera Lane, Goleta, Calif. 93017	HS-801 777	
FH-11-7543		
University of Vermont, Proj. ABETS, Burlington, Vt.	HS-017 868	
NHTSA-5-1538		
Ultrasystems, Inc., Dynamic Science Div., 1850 West Pinna- cle Peak Rd., Phoenix, Ariz. 85027		
ORA-72-613-B1		
University of Michigan, Hwy. Safety Res. Inst., Huron Pkwy. and Baxter Rd., Ann Arbor, Mich. 48105		
PH-86-67-149		
National Cancer Inst., Bethesda, Md. 20014	HS-017 939	
S-R01-AA00295-02		
University of Michigan, Hwy. Safety Res. Inst., Huron Pkwy. at Baxter Rd., Ann Arbor, Mich. 48105		

SAE-750469		20/75	
SAE-750473	HS-017 811	2310-73-116	HS-017 831
TRB-SR-156	HS-017 807	24/75	HS-801 052
TRRL-LR-622	HS-017 795	39/75	HS-017 830
TRRL-LR-678	HS-017 842	3942-75-159	HS-017 829
TRRL-Supp-77-UC	HS-017 841	43/75	HS-801 748
UCLA-ENG-7455	HS-017 806	6510-75-98	HS-017 828
UM-HSRI-BI-75-6	HS-017 943	6910-75-68	HS-801 754
1/75	HS-017 939	7/75	HS-801 753
12/75	HS-017 834	75-1568, 75-1785	HS-017 833
	HS-017 832		HS-017 835

CONTRACTS AWARDED

TRI-LEVEL STUDY OF THE CAUSES OF TRAFFIC ACCIDENTS

Increased \$88,769.00.

Indiana University Foundation, Box F, Bloomington, Ind. 47401

Extended to 20 Nov 1976

DOT-HS-137-3-648 Mod. 3.

TECHNICAL AND OPERATIONAL ASSISTANCE - FATALITY ANALYSIS FILE

Increased \$2,647.00.

Genasys Corporation, 4853 Cordell Ave., Suite A10, Bethesda, Md. 20014

Extended to 5 Jul 74

DOT-HS-157-2-247 Mod. 16.

ALCOHOL SAFETY ACTION PROJECT

Decreased \$188,513.00.

Department of Public Safety, Division of Alcohol Safety, 9 E. Loockerman Street, Treadwear Towers, Dover, Del. 19901

Extended to 30 Jan 1976

DOT-HS-191-3-759 Mod. 3.

EVALUATION OF ALCOHOL SAFETY ACTION PROJECT REHABILITATION EFFORTS

Increased \$45,111.00. 0

University of South Dakota, Vermillion, S.D. 57069

Extended to 30 Jun 1976

DOT-HS-237-2-406 Mod. 6.

FATALITY ACCIDENT RECORDS SYSTEM (FAIRS)

Increased \$15,000.00. eas

State of South Carolina, State Highway Department, Drawer 191, Columbia, S.C. 29202

Extended to 31 Dec 1976

FATALITY ACCIDENT RECORDS SYSTEM (FAIRS)

Increased \$3,000.00.

State of New York, Department of Motor Vehicles, Division of R&D, South Mall, Albany, N.Y. 12228

No Change

DOT-HS-316-3-604 Mod. 4.

FATALITY ACCIDENT RECORDS SYSTEM (FAIRS)

Increased \$8,400.00.

State of Arizona, Arizona Highway Department, 206 South 17th St., Phoenix, Ariz. 85007.

No Change

DOT-HS-4-00853 Mod. 6.

HANDLING TEST PROCEDURES FOR LIGHT TRUCKS, VANS AND RECREATIONAL VEHICLES

Increased \$6,999.00

Ultrasystems, Inc., Dynamic Sciences Division, 1850 W. Pinnacle Peak Rd., Phoenix, Ariz. 85027

To be completed two (2) months from date of modification

DOT-HS-4-00921 Mod. 4.

QUANTIFICATION OF THORACIC RESPONSE AND INJURY

Increased \$10,375.00

Regents of the University of Michigan, Office of Research Administration, Ann Arbor, Michigan 48104

No Change

DOT-HS-4-00955 Mod. 2.

EXPERIMENTAL FIELD TEST OF PROPOSED ANTI-DART-OUT TRAINING PROGRAMS

Increased \$55,142.00

Applied Science Associates, Inc., Box 158, Valencia, Butler County, Pa. 16059

Extended to 1 Mar 1977

DOT-HS-4-00970 Mod. 4.

**TRAFFIC OFFENSE SENTENCING PROCESSING
AND HIGHWAY SAFETY**

Increased \$11,339.53

Public Systems, Inc., 1137 Kern Ave., Sunnyvale, Calif. 94086

Extended to 19 Mar 1976

DOT-HS-5-01037 Mod. 3.

**DIAGNOSTIC MOTOR VEHICLE INSPECTION
DEMONSTRATION PROJECTS PROGRAM
ENGINEERING SUPPORT**

Increased \$14,930.00. 01 c

AVCO Systems Division, 201 Lowell St., Wilmington, Mass.
01887

No change

DOT-HS-5-01037 Mod. 4.

**DISGNOSTIC MOTOR VEHICLE INSPECTION
DEMONSTRATION PROJECTS PROGRAM
ENGINEERING SUPPORT**

Increased \$261,301.00.

AVCO Systems Division, 201 Lowell St., Wilmington, Mass.
01887To be completed no later than twenty-five (25) months after
the effective date of the contract.

DOT-HS-5-01039 Mod. 4.

**SAFETY BELT INTERLOCK SYSTEM USAGE
SURVEY**

Increased \$3,090.00

Opinion Research Corporation, North Harrison St., Princeton,
N.J. 08540

No change

DOT-HS-5-01092 Mod. 1.

**IMPLEMENTATION AND OPERATION OF
FACILITY ACCIDENT FILE**

Increased \$22,611.28.

State of Connecticut, Department of Motor Vehicles, 60 State
St., Wethersfield, Conn. 06109

No change

DOT-HS-5-01124 Mod. 3.

**MATHEMATICAL RECONSTRUCTION OF
ACCIDENTS**

Increased \$24,871.00.

Calspan Corporation P.O. Box 235 Buffalo, N.Y. 14221

Extended to 30 Jun 1976

DOT-HS-5-01127 Del. Order 3.

COMPLIANCE TESTING--TIRES

\$1,300.00

Compliance Testing, Inc. 1150 N. Freedom St. Ravenna,
Ohio 44266

No change

DOT-HS-5-01141 Mod. 1.

**A STUDY OF THE RELATIONSHIP AMONG
FATIGUES, HOURS OF SERVICE AND SAFER
OPERATIONS. PHASE II**

Increased \$20,990.00

Human Factors Research, Inc. Santa Barbara Research Park
6780 Cortona Dr. Goleta, Calif. 93017

No change

DOT-HS-5-01163 Mod. 2.

URBAN CROSSING PROBLEMS

Increased \$93,968.00.

Applied Science Associates, Inc. Post Office Box 158
Valencia, Butler County, Pa. 16059

No change

DOT-HS-5-01241 Mod. 1.

SELF TEST DEVICES

Increased \$5,821.00.

May 31, 1976

DOT-HS-6-01310.

Dunlap & Associates, Inc. One Parkland Drive Darien, Conn.
06620

No change

DOT-HS-5-01243 Mod. 2.

**TRAFFIC SAFETY PROGRAM MANAGEMENT
FELLOWSHIP AND INTERNSHIP - MODEL
PROGRAM DEVELOPMENT**

Increased \$60,000.00

University of Southern California University Park Los
Angeles, Calif. 90007

No change

DOT-HS-5-01249 Mod. 2.

**COORDINATION CENTER HIGHWAY SAFETY
COMMUNICATIONS**

Increased \$29,993. 01 No

Grey Advertising, Inc. 777 Third Avenue New York (New
York County), N.Y. 10017

No change

DOT-HS-5-01266 Mod. 1.

**ACCIDENT ANALYSIS - BREAKAWAY AND NON-
BREAKAWAY POLES INCLUDING SIGN AND
LIGHT STANDARDS ALONG HIGHWAYS**

Increased \$200,000.00.

Southwest Research Institute 8500 Culebra Rd. San Antonio,
Tex. 78284

No change

DOT-HS-6-01279 Del. Order 2.

RENTAL OF STORAGE SPACE

\$1,285.64.

Victory Van Corporation 950 South Pickett St. Alexandria, Va.
22304

1 Sep. to 30 Sep. 1975

DOT-HS-6-01292.

**PEDESTRIAN-BICYCLIST ACCIDENT DATA
SAMPLING AND ANALYSIS PROGRAM (PADSAP)**

\$306,011.00

The Mitre Corporation 1820 Dolley Madison Blvd., McLean,
Va. 22101

To be completed 15 months from date of contract award

DOT-HS-6-01297.

**INTERACTIVE DATA FILE, VEHICLE/PEDESTRIAN
COLLISIONS**

\$16,284.00

Small Business Administration Washington, District Office
1030 15th St., N.W. Washington, D.C. 20417. "This contract is
awarded by the Small Business Administration under the
authority of Section 8(a) of the Small Business Act (USC
637a), and will be administered by the Department of
Transportation, National Highway Traffic Safety
Administration."

DOT-HS-6-01300.

VALIDATION OF CRASH VICTL

\$409,106

Calspan Corporation 4455 Genesee St. Buffalo, N.Y. 14221

To be completed by 21 Jul 1977

DOT-HS-6-01309.

**INVESTIGATION OF AIR CUSHION RESTRAINT
SYSTEM (ACRS) ACCIDENTS (SOUTHWEST
REGION)**

\$65,103.00

Southwest Research Institute 8500 Culebra Rd. San Antonio,
Tex. 78284

To be completed 31 Dec. 1976

DOT-HS-6-01310.

RECALL CAMPAIGN AUDITS

\$60,510.00

DOT-HS-6-01314.

HSL 76-05

McDonnell Douglas Automation Company 2990 Telestar Ct.
Falls Church, Va. 22042

To be completed one (1) year from date of contract award

DOT-HS-6-01314.

**INVESTIGATION OF AIR CUSHION RESTRAINT
SYSTEM (ACRS) ACCIDENTS (FAR WEST REGION)**

\$29,472.00

University of Southern California University Park Los
Angeles, Calif. 90007

To be completed 31 Dec. 1976

DOT-HS-6-01315.

**INVESTIGATION OF AIR CUSHION RESTRAINT
SYSTEM (ACRS) ACCIDENTS (SOUTHEAST
REGION)**

\$86,140.00

University of Miami P.O. Box 248293 Coral Gables, Fla. 33124

To be completed 31 Dec. 1976

DOT-HS-6-01318.

SNOW TIRE TEST PROGRAM

\$22,700.00

Hodges Transportation, Inc. Nevada Automotive Test Center
P.O. Box 234 Carson City, Nev. 89701

To be completed by 28 Feb 1977

DOT-HS-6-01327.

FARS COMPUTER REWRITE SYSTEM

\$56,700.00

Control Data Corporation 6003 Executive Blvd. Rockville,
Md. 20852

To be completed by 3 May 1976

THE NATIONAL HIGHWAY SAFETY NEEDS REPORT

EXECUTIVE SUMMARY*

I. INTRODUCTION

In his Statement of National Transportation Policy, Secretary William T. Coleman, Jr. noted that an abiding dilemma plagues the public decisionmaker who seeks to make the most effective use of limited resources. It lies, he wrote,

"in the paucity of information by which to gauge what improved levels of performance may be realized with different expenditure levels In the past, we have been unable to project with any degree of precision where the government can realize the most benefits for the next marginal dollar of expenditure or what aggregate national benefits can be realized at any predetermined level of expenditure."**

This report demonstrates the value of such improved information. In particular, it shows how a cost effectiveness analytical framework can facilitate the process of highway safety administration and more effective allocation of resources.

It should be emphasized at the outset, however, that this report does not give us definitive answers to the needs of the highway safety program. Our state of understanding is not strong enough to do that. Rather, the report provides our best estimates of national costs and benefits on the basis of available data which is seriously deficient in some important aspects. It must be underscored that any judgments inferred from the data, or any decisions predicated on it should be made only after the caveats presented in Section 1.3 of Chapter I have been closely read and carefully considered. (See Appendix A.)

Nevertheless, even at the level of coarse comparisons, substantive insights and conclusions emerge that are useful to the government decisionmaker. The

analysis enables us to focus attention to those areas in which resource allocation may be most susceptible to improvement; it demonstrates how a linkage may be drawn between goals and funding; and it illustrates why the optimal allocation of highway safety resources can best be accomplished at the State level, providing a prototype procedure by which this might be done.

Few areas are more deserving of our constant quest for management improvement. The cost of highway accidents is staggering: even after the recent dramatic improvement in our highway safety record, 46,000 lives were lost and over 2½ million injuries were suffered last year. Government has been mobilized at all levels to solve this problem of safety on our nation's highways and in doing so spends \$7.25 billion per year. The present analysis seeks to make more effective use of this expenditure, to save additional lives and further reduce injuries, without impairing these essential links for interstate commerce and travel.

This report is in response to a directive by the Congress to provide the basis for evaluating the continuing highway safety programs authorized under Title 23, USC. Therefore it deals primarily with Highway Safety Programs and Highway Safety Construction Programs. Complementary areas of concern which fall under other titles of the U.S. Code, particularly those dealing with vehicular safety, (occupant protection systems such as air bags, or improved crashworthiness of individual vehicles) are not dealt with here, although they are of no less importance in reducing fatalities and injuries.

II. APPROACH

The cause and effect relationships which lead to death or injury on the highway are neither simple nor apparent. Most are the result of a complex series of interactions and circumstances in which the driver, the vehicle, the highway or any combination of them can be at fault. Tracing these contributory factors and mitigating their effects is a complex undertaking which is greatly hampered by a lack of adequate data.

* This summary is an excerpt from a Report of the Secretary of Transportation to the U.S. Congress pursuant to Section 225 of the Highway Safety Act of 1973.

** U.S. Department of Transportation, *Statement of National Transportation Policy*, September 1975, p. 22.

The approach taken was to examine the pattern of expected fatalities and injuries for the next 10 years in order to isolate major problem areas and to assemble and evaluate countermeasures that may be effective in dealing with them. For the highway safety aspects of the problem (as opposed to the vehicular safety aspects) thirteen problem areas were identified, including bad driver behavior (a major portion of which is the drinking driver), roadside hazards, bicycle and pedestrian safety, young drivers and motorcycles. For each such problem area a list of potential countermeasures was developed; a list which numbered over 200 originally, and was eventually narrowed to the 37 deemed to offer the highest promise of reducing future highway fatalities and injuries.

III. PROJECTIONS

The number of highway traffic deaths in the United States increased from about 48,000 in 1965 to 55,000 in 1969 and remained near that level until 1973. In 1974 the number of traffic deaths decreased to 46,000. This dramatic decrease was apparently due to the reduced number of miles traveled and the imposition of the 55 mile per hour speed limit, which was adopted to conserve fuel. The number of fatalities in 1975 was about the same as in 1974.

Assuming that national highway safety efforts will continue at current levels with traffic speeds remaining near the 1974 level, it is estimated that the number of traffic deaths will rise to about 56,000 in 1986. This will be the result of a steady increase in population (from 212 million in 1974 to 233 million in 1986), licensed drivers (from 125 to 152 million), registered vehicles (from 135 to 169 million), and highway travel (from 1.29 trillion to 1.68 trillion vehicle miles). The increase includes higher motorcycle fatalities (from 3 to 6 thousand), pedestrian fatalities (from 9 to 10 thousand), and bicyclist fatalities (from 1 to 2 thousand).

Increases are also forecast for the additional contributing factors of per capita consumption of alcohol and usage of compact and subcompact automobiles. With no additional emphasis on highway safety, it is anticipated that the traffic fatality rate will probably remain at about the present 3.4 fatalities per 100 million vehicle-miles of travel for the next 10 years.

Traffic accidents resulting in injury are also expected to increase during the period through 1986 (from 1.8 million to 2.1 million). Injury accidents

rose from about 1.5 million in 1965 to a peak of 1.9 million and then dropped slightly during the energy crisis. The injury accident rate per 100 million vehicle miles dropped from 170 to 137 in 1974. This rate is expected to continue, provided that the current levels of safety program efforts and traffic speeds remain constant. Property damage accidents are also forecast to increase from 14 to 16 million.

IV. COUNTERMEASURES

In spite of high expenditures on highway safety at all levels of government, and notwithstanding the gains achieved over the last 10 years, traffic deaths and injuries are expected to continue in tragic proportions. Since many highway safety countermeasures are already partially in use, the analysis is conducted in terms of incremental deployments over the next 10 years. This requires estimating both their incremental effects and their incremental costs.

The effectiveness of a countermeasure depends upon two factors: its own unique value as a deterrent (of either the number of accidents or their severity) and the size of the population affected by its deployment. The deterrent values have been estimated through reference to experiments and tests that appear in the literature. Although carefully sifted so that only empirical or statistical data possessing some degree of scientific objectivity were used, the deterrent values remain, for the most part, highly judgmental. The size of the population affected was estimated from mass statistics or sample surveys available through the Department of Transportation or the National Safety Council, and either raw or analyzed State traffic statistics. A panel of experts was also employed to augment the effectiveness estimates developed.

Figure 1 shows the estimated relative potential to forestall fatalities and injury accidents on a national basis over the next 10 years for 37 countermeasures. Mandatory Safety Belt Usage, heightened enforcement of the Nationwide 55 mph Speed Limit, and Combined Alcohol Safety Action Countermeasures each have the potential to forestall tens of thousands of fatalities over the next 10 years. Their potential to forestall injury accidents is even greater. The estimates indicate that Mandatory Safety Belt Usage could forestall 3.2 million injury accidents, and stronger enforcement of the Nationwide 55 mph Speed Limit could avoid about 415,000 injury accidents. Thirteen of the first fifteen countermeasures in the list have the capacity to forestall hundreds of thousands of such accidents.

a national scale, on the basis of survey data acquired by interviews with officials in 20 States and 593 local jurisdictions. Based on this sample, it was possible to estimate the costs of new deployments of each countermeasure, recognizing initial costs, capital costs, recurring costs, and user costs. All costs are estimated in constant 1974 dollars over a 10-year period, and converted to their present value equivalent using a 10 percent discount rate. Capital costs are adjusted when the service life extends beyond the 10-year period. The time frame for implementation in the individual States for different countermeasures will be quite disparate. This also was recognized and taken into consideration in both the conversion to present value equivalent and in the estimates of effects over the next 10 years.

The countermeasures are ranked by costs in Figure 2. These costs are for incremental deployments. While some portion of these deployments may be implemented by the States during the normal course of their ongoing programs, for the most part the costs represented would be over and above current government expenditures. In present value terms, the total for all incremental deployments of countermeasures is almost \$42 billion. This is approximately comparable to a flow of \$6.8 billion in constant dollars for each of the next 10 years. When coupled with present expenditures on highway safety, these costs are greatly in excess of the levels the Nation had previously chosen to spend on highway safety.

V. EVALUATION IN COST EFFECTIVENESS TERMS

From the estimates presented thus far, it is apparent that (1) the costs for implementing all countermeasures are high, and (2) that there is a vast difference in the relative effectiveness of different countermeasures. Clearly, there is a need to select among countermeasure deployments and to develop a methodology by which this selection can be made on a systematic basis. In the present study, a procedure for doing this at the national level is demonstrated using the estimated national averages provided in Figures 1 and 2. It is also pointed out, however, that the procedure will yield different, though equally valid, results at the State level.

Figure 3 arrays the 37 countermeasures in order of diminishing cost effectiveness. Fatalities Forestalled is used as the measure of effectiveness and for purposes of simplicity the remaining discussion will be couched in those terms, although the procedure can be applied

damage accidents forestalled. It may be seen that there is considerable variation in the number of lives that may be saved for a given expenditure. (The reader is reminded again that all the numerical values presented are estimates and subject to the caveats stated in Chapter I, Section 1.3.)

The top ranking countermeasure, Mandatory Safety Belt Usage, has the potential to save 89,000 lives over the next 10 years, at a cost of only \$45 million. It thus requires the expenditure of only \$506 for each fatality forestalled.

Increased enforcement of the Nationwide 55 mph Speed Limit has the second highest potential to save additional lives, almost 32,000, but is not the second most cost effective; it ranks fourth.

At the other extreme, improvements in Roadway Alignment and Gradient in selected high accident locations have the potential to save less than 600 lives, and would do so at a cost of \$4.5 billion. This countermeasure thus requires an expenditure of \$7.68 million for each fatality forestalled.

On the basis of coarse comparisons, the top ranking countermeasure is 15,000 times as cost effective in preventing fatalities as the poorest, and the second best is almost 300 times as cost effective as the second poorest. The results are even more disparate when comparing the relative cost effectiveness in forestalling injury accidents. Clearly, there is much to be gained in making the proper choices about how countermeasure priorities are to be set and how highway safety funds are to be allocated.

The cost effectiveness ordering of Figure 3 will not necessarily appear in the same sequence in the individual States. This is because the data used here is in the form of national statistical aggregates. Among States or even within a State, a deployment at one site will produce a different result than a deployment at another. As a case in point, both the effects and costs of a countermeasure will be different in a populous urban setting than in a rural one, yet they have been averaged in the above data.

Nevertheless, the procedure demonstrated with national averages can be applied to expenditures of highway safety funds at the State level. The data presented with this report, revised by each State to reflect the conditions unique to its own opportunities for deployment, (particularly the size of the driving population affected) will enable each State to make up its own version of Figure 3. Further, the States have the ability to assess each countermeasure deployment at the individual project level, and can develop

**RANKING OF COUNTERMEASURES BY DECREASING POTENTIAL TO FORESTALL
FATALITIES AND INJURY ACCIDENTS – 10-YEAR TOTAL**

COUNTERMEASURE	FATALITIES FORESTALLED (A)	INJURY ACCIDENTS FORESTALLED (B)
1. Mandatory Safety Belt Usage	89,000	3,220,000
2. Nationwide 55 mph Speed Limit	31,900	415,000
3. Combined Alcohol Safety Action Countermeasures	13,000	153,000
4. Combined Emergency Medical Countermeasures	8,000	146,000
5. Selective Traffic Enforcement	7,560	296,000
6. Impact Absorbing Roadside Safety Devices	6,780	158,000
7. Tire and Braking System Safety Critical Inspection—Selective	4,590	180,000
8. Citizen Assistance of Crash Victims	3,750	0
9. Skid Resistance	3,740	195,000
10. Regulatory and Warning Signs	3,670	143,000
11. Upgrade Traffic Signals and Systems	3,400	133,000
12. Breakaway Sign and Lighting Supports	3,250	127,000
13. Guardrail	3,160	52,800
14. Upgrade Education and Training for Beginning Drivers	3,050	131,000
15. Driver Improvement Schools	2,470	113,000
16. Periodic Motor Vehicle Inspection—Current Practice	1,840	71,900
17. Bridge Rails and Parapets	1,520	15,300
18. Pedestrian and Bicycle Visibility Enhancement	1,440	24,200
19. Bridge Widening	1,330	51,000
20. Selective Access Control for Safety	1,300	50,300
21. Motorcycle Rider Safety Helmets	1,150	14,400
22. Paved or Stabilized Shoulders	928	35,800
23. Wrong-Way Entry Avoidance Techniques	779	3,290
24. Roadway Lighting	759	29,600
25. Driver Improvement Schools for Young Offenders	692	27,000
26. Upgrade Bicycle and Pedestrian Safety Curriculum Offerings	649	11,200
27. Traffic Channelization	645	31,500
28. Roadway Alignment and Gradient	590	23,000
29. Clear Roadside Recovery Area	533	20,700
30. Median Barriers	529	2,740
31. Pedestrian Safety Information and Education	490	19,200
32. Intersection Sight Distance	468	18,300
33. Highway Construction and Maintenance Practices	459	18,000
34. Railroad-Highway Grade Crossing Protection (Automatic gates excluded)	276	1,080
35. Pavement Markings and Delineators	237	9,210
36. Warning Letters to Problem Drivers	192	3,760
37. Motorcycle Lights-On Practice	65	1,680

NOTE: All figures have been rounded to three significant digits after internal computations were completed.
All figures are subject to the caveats concerning precision of the data discussed in Chapter I, Section 1.3.

FIGURE 2

**RANKING OF COUNTERMEASURES BY INCREASING COST OF IMPLEMENTATION
IN PRESENT VALUE DOLLARS - 10-YEAR TOTAL**

COUNTERMEASURE	COST (\$ millions)
1. Motorcycle Lights-On Practice	5.2
2. Highway Construction and Maintenance Practices	9.2
3. Upgrade Bicycle and Pedestrian Safety Curriculum Offerings	13.2
4. Pedestrian Safety Information and Education	18.0
5. Driver Improvement Schools for Young Offenders	36.0
6. Wrong-Way Entry Avoidance Techniques	38.5
7. Mandatory Safety Belt Usage	45.0
8. Warning Letters to Problem Drivers	50.5
9. Driver Improvement Schools	53.0
10. Motorcycle Rider Safety Helmets	61.2
11. Bridge Rails and Parapets	69.8
12. Guardrail	108.0
13. Median Barriers	121.0
14. Regulatory and Warning Signs	125.0
15. Clear Roadside Recovery Area	151.0
16. Skid Resistance	158.0
17. Intersection Sight Distance	196.0
18. Pedestrian and Bicycle Visibility Enhancement	---
19. Breakaway Sign and Lighting Supports	---
20. Pavement Markings and Delineators	---
21. Nationwide 55 mph Speed Limit	---
22. Roadway Lighting	---
23. Impact Absorbing Roadside Safety Devices	---
24. Citizen Assistance of Crash Victims	---
25. Railroad-Highway Grade Crossing Protection (Automatic gates excluded)	---
26. Selective Traffic Enforcement	---
27. Traffic Channelization	---
28. Tire and Braking System Safety Critical Inspection-Selective	---
29. Upgrade Education and Training for Beginning Drivers	1
30. Upgrade Traffic Signals and Systems	2,000.0
31. Combined Alcohol Safety Action Countermeasures	2,130.0
32. Selective Access Control for Safety	3,780.0
33. Periodic Motor Vehicle Inspection-Current Practice	3,890.0
34. Combined Emergency Medical Countermeasures	4,300.0
35. Roadway Alignment and Gradient	4,530.0
36. Bridge Widening	4,600.0
37. Paved or Stabilized Shoulders	5,380.0
 Total	 41,600.0

NOTE: All figures have been rounded to three significant digits after internal computations were completed.
All figures are subject to the caveats concerning precision of the data discussed in Chapter I, Section 1.3.

FIGURE 3
RANKING OF COUNTERMEASURES BY DECREASING COST-EFFECTIVENESS IN PRESENT VALUE DOLLARS
PER TOTAL FATALITIES FORESTALLED – 10-YEAR TOTAL

COUNTERMEASURE	FATALITIES FORESTALLED (A)	COST (\$ millions) (B)	DOLLARS PER FATALITY FORESTALLED (C)
1. Mandatory Safety Belt Usage	89,000	45.0	506
2. Highway Construction and Maintenance Practices	469	9.2	20,000
3. Upgrade Bicycle and Pedestrian Safety Curriculum Offerings	649	13.2	20,400
4. Nationwide 55 mph Speed Limit	31,900	676.0	21,200
5. Driver Improvement Schools	2,470	53.0	21,400
6. Regulatory and Warning Signs	3,670	125.0	34,000
7. Guardrail Safety Information and Education	3,160	108.0	34,100
8. Skid Resistance	490	18.0	36,800
9. Bridge Rails and Parapets	3,740	168.0	42,200
10. Wrong-Way Entry Avoidance Techniques	1,520	69.8	46,000
11. Driver Improvement Schools for Young Offenders	779	38.5	49,400
12. Motorcycle Rider Safety Helmets	662	38.3	52,500
13. Motorcycle Lights-On Practice	1,150	61.2	53,300
14. Impact-Absorbing Roadside Safety Devices	65	5.2	80,600
15. BreaKaway Sign and Lighting Supports	6,780	795.0	108,000
16. Selective Traffic Enforcement	3,260	379.0	116,000
17. Combined Alcohol Safety Action Countermeasures	7,560	1,010.0	133,000
18. Citizen Assistance of Crash Victims	13,000	2,130.0	164,000
19. Median Barriers	3,750	784.0	209,000
20. Pedestrian and Bicycle Visibility Enhancement	529	121.0	228,000
21. Tire and Braking System Safety Critical Inspection—Selective	1,440	322.0	250,000
22. Warning Letters to Problem Drivers	4,581	1,150.0	251,000
23. Crash Roadside Recovery Area	192	50.5	263,000
24. Upgrade Education and Training for Beginning Drivers	533	151.0	284,000
25. Intersection Sight Distance	3,050	1,170.0	385,000
26. Combined Emergency Medical Countermeasures	468	198.0	420,000
27. Upgrade Traffic Signals and Systems	8,000	4,300.0	538,000
28. Roadway Lighting	3,400	2,080.0	610,000
29. Traffic Channelization	759	710.0	936,000
30. Periodic Motor Vehicle Inspection—Current Practice	645	1,080.0	1,680,000
31. Pavement Markings and Delimiters	1,940	3,860.0	2,120,000
32. Selective Access Control for Safety	237	659.0	2,700,000
33. Bridge Widening	1,300	3,780.0	2,910,000
34. Railroad-Highway Grade Crossing Protection (automatic gates excluded)	1,330	4,600.0	3,460,000
35. Paved and Stabilized Shoulders	276	974.0	3,530,000
36. Roadway Alignment and Gradient	928	5,380.0	5,800,000
37.	560	4,530.0	7,680,000

NOTE: All figures have been rounded to three significant digits after internal computations were completed. All figures are subject to the caveats concerning pre-calculation of the data discussed in Chapter 1, Section 1.3.

as has been done here. An effort of this type would draw heavily on the improved systems management and support programs which have received considerable emphasis in the States in recent years.

Figure 4 extends the concept of efficiency one step further; it presents the aggregate effects which might be expected where many countermeasures are deployed. The figure shows two horizontal axes representing different types of costs. The upper scale of the horizontal axis, Scale A, is in total 10-year present value costs, in the same terms as the costs of Figures 2 and 3. The lower scale of the horizontal axis, Scale B, depicts the equivalent annual costs in constant 1974 dollars. The vertical axis is in the same terms as the fatalities forestalled of Figures 1 and 3.

The upper curve, Curve 1, shows how the national costs will rise cumulatively and how the fatalities they might be expected to forestall will also rise cumulatively, as the countermeasures are successively implemented in cost effective sequence. It may be seen that the curve falls off to the right, as the most effective countermeasures are used up, and only the less effective remain. At each point of the curve, its slope represents the marginal return on the public dollar, or the increment of lives saved for the next dollar invested.

For highway safety at the national level, it may be argued that the expenditure achieves the largest overall return if the countermeasures are given funding priority proceeding from the left. This will be true providing we continue to deal with national averages, the effects of each countermeasure are independent of the others, and fatalities forestalled is the measure of dominant concern. Curve 1 of Figure 4, is based upon the data in Figure 3, but has been adjusted to avoid double counting.

It has already been noted that safety belt usage is the single most effective safety alternative which can presently be deployed. Its significance is illustrated graphically in Figure 4. Assume for discussion purposes that a funding stream of \$1.5 billion per year were to become available for deployment of new countermeasures. (While it is not clear how much funding will be available for these new deployments, this assumption would appear rational if the \$1 billion in present Federal funds were to become free in a relatively short time and be matched by another \$5 billion from the States.) This level is denoted on Scale B of the horizontal axis by its intersection with Line C, which also intersects Curve 1 at Point C₀.

measures shown, and if the money were to be spent most efficiently, and if the figures were precise, we should expect to save approximately 159,000 lives over the next 10 years, or about 15,900 fatalities forestalled per year.

This result is the theoretical implication of the data. Philosophical and political problems associated with public acceptance of some countermeasures have not been taken into account. Nor is it recognized that the projected number of traffic deaths of 56,000 for 1986 cited in Section II already has implicit in it some assumptions about what proportion of these incremental countermeasures will be deployed as part of the \$7.25 billion presently being spent in highway safety nationwide. Thus, two points must be made clear: (1) that this is an isolated part of the total savings of life which may be assumed from an expenditure of an isolated portion of all of the funds, and (2) the figure of 15,900 assumes the use of the most cost effective countermeasures examined in this study including Mandatory Safety Belt Usage.

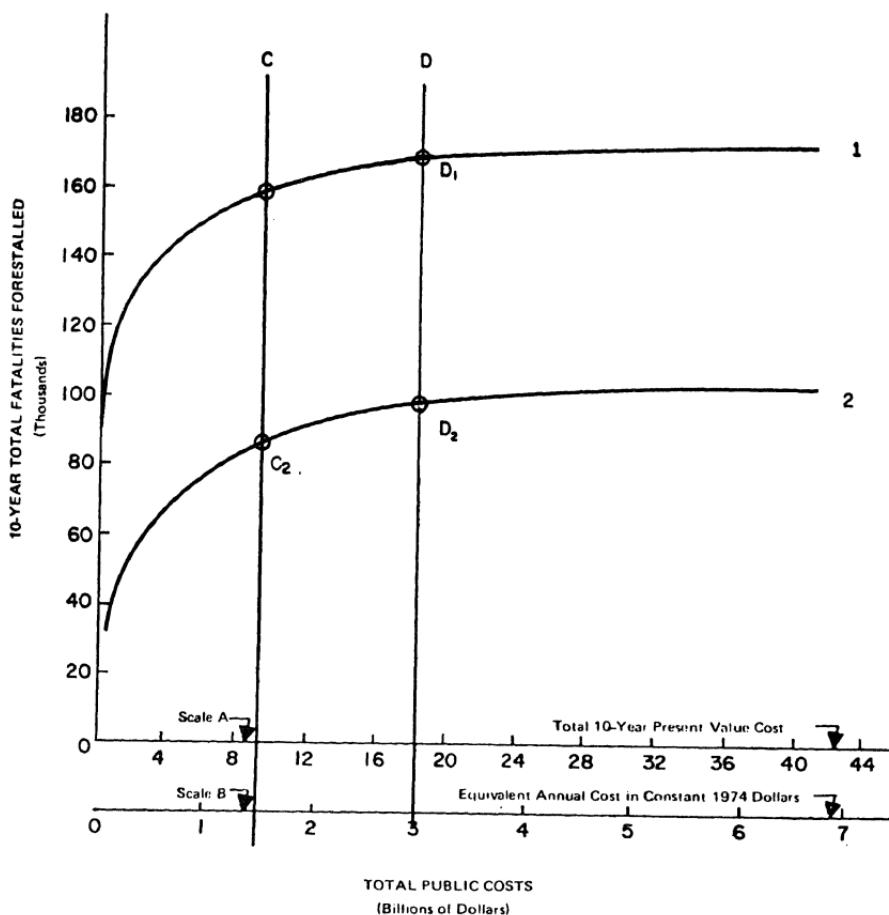
Curve 2 on Figure 4 plots the same data as Curve 1 with Mandatory Safety Belt Usage excluded. It may

be seen that the projected number of traffic deaths in 1986 would be approximately 160,000, or about 16,000 fatalities forestalled per year. It may be seen that the projected number of traffic deaths in 1986 would be approximately 160,000, or about 16,000 fatalities forestalled, or approximately 10% less than the figure for Curve 1. This indicates that without Mandatory Safety Belt Usage, one might expect only 98,000 fatalities in 1986, or 9,800 per year.

The projected difference between Curves 1 and 2 also assumes that the resources will be judiciously spent. The cost effectiveness array of Figure 3 indicated that an investment in one countermeasure may have the capacity to save ten, 100, or even 1,000 times as many lives as when placed in another. In fact, any in the top five of the list appear to be at least 100 times as cost effective as any in the bottom six of the list. The marginal return concept has the capacity to play a unique role in this respect because it may be interpreted as a criterion or a very coarse guideline, as to what constitutes an acceptable investment at that level of expenditure. At the \$1.5 billion

FIGURE 4

PLOT OF CUMULATIVE FATALITIES FORESTALLED AND CUMULATIVE PUBLIC COSTS
(Benefits Reduced by Effects of Countermeasures Previously Employed)



per year funding level, the marginal return at Points C_1 and C_2 is of interest; they establish an average national criterion of \$462,000 to forestall a fatality. In the absence of any other considerations, countermeasure deployments would not be justifiable which require more expenditure than that amount, because at that level of funding there exist too many other better deployment opportunities which would result in the savings of more lives for the same or a smaller amount of investment. At the \$3 billion per year funding level, the marginal return for Points D_1 and D_2 is of interest, and they establish an average criterion of over \$2 million to forestall each fatality.

It is to be expected that for each countermeasure, even those which rank poorly on the basis of national aggregates, such as Paved or Stabilized Shoulders and Bridge Widening, there will be some unique deployments (i.e., one specific segment of highway to be augmented with paved shoulders, or one specific bridge to be widened) that will outperform the national criterion. However, because it represents an upper limit which properly should not be exceeded if the anticipated benefits in forestalled fatalities and injuries are to be realized by the funding stream chosen, the use of such a criterion will encourage only the most efficient applications from all countermeasure categories.

A similar criterion for evaluating alternative countermeasure deployments would have to be set at the State level, based on the funds available to that State and the opportunities available to it to deploy countermeasures within its own jurisdiction. This criterion, stated in terms of fatalities forestalled for each dollar invested, would be unique for each State. The shape of their curves will be comparable with those of Figure 4 but the cost effective ordering may produce a different ranking sequence.

The above procedure must be applicable to a dynamic setting, always capable of adapting to better information as it becomes available, and not stultifying the adoption of additional candidate countermeasures when they are ready for deployment. A number of countermeasures now under extensive trial are believed to be very effective, but no significant data is yet available for them. The fact that the benefits of these particular countermeasures were insufficiently quantifiable to be ranked in the figures does not imply that they are ineffective or unworthy of continued consideration. Rather, it indicates that testing must be continued to establish with more certainty their actual worth.

VI. CONCLUSIONS

A number of countermeasures examined in this study result in social benefits beyond those directly associated with highway safety, such as the conservation of energy (55 mph program), improved response times for all community emergencies (Emergency Response Command and Control Systems), more prompt and forceful recognition of problem drinkers (Combined Alcohol Safety Action Countermeasures), improved traffic capacity and travel speeds, and improved security and crime deterrence. No attempt has been made to incorporate these benefits in the effectiveness values used in this report, although they do figure substantially in public investment decisions and in some cases may be as important as the highway safety benefits.

"Needs" have meaning in the strict sense only if they can be defined in the context of established safety goals and their achievement. The identification of needs therefore requires the identification of problems and concomitant solutions; i.e., needs must ultimately be translated into deficiencies which, when remedied, will directly or indirectly reduce the traffic toll by some desired amount. This report constitutes a rational approach to the problem of highway safety needs. It has also shown that severe information deficiencies exist, making very difficult a reliable estimate of such needs.

Three countermeasures have the estimated potential

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termeasures, .

list. The drinking health problem: he is involved in a disproportionately high percentage of fatal accidents. The interpretation for the middle ranking for alcohol safety action countermeasures is that the problem remains very large, but we have not yet found very cost effective ways of meeting it, and must continue to seek them.

The methodology described here can most advantageously be employed at the State level because the States are best able to assess and rank any countermeasure deployment in terms of applicability at a given site, the size of the population affected, physical highway conditions, special budgetary and or political circumstances, and its integration with other complementary countermeasures in effect or being planned. The capacity of the States to execute such a procedure however, has never been demonstrated.

VII. RECOMMENDATIONS

Both Federal and State governments should actively promote the universal use of safety belts.

Both Federal and State governments should continue to seek strong uniform enforcement of the National 55 mph Speed Limit.

Pilot tests of the analytic approach carried out in this study should be conducted in several States to verify the feasibility of such a technique at the State level and to assess its usefulness as a planning tool.

A more rigorous means should be developed, using this study as a point of departure, for stating goals, identifying needs, and measuring concomitant results within a changing traffic safety setting. Concentration should be on improving the process of counter-measure development and its evaluation. The States should emphasize the application of evaluation meth-

odologies to their annual and multi-year planning processes and continue to refine the data base from which reliable accident exposure and target population estimates must be made.

Guam, American Samoa, and the U.S. Virgin Islands, have highway safety needs which are significantly different from those of the 50 States. While a start has been made in recent years toward solving the distinct problems of these Territories, the report proposes accelerated measures for these jurisdictions.

National safety performance should be reviewed in the framework indicated in this report on a periodic basis.

NOTE.—Copies of the complete National Highway Safety Needs Report may be purchased from: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Order Stock No. 050-000-00110-5. \$2.25.

APPENDIX A

1.3 Caveats Governing the Presentation of This Report

Three blanket caveats should be viewed as being applicable throughout this document and essential for the reader to bear in mind as each data item or statement is examined.

1.3.1 *Caveat 1—Governing the Estimates of Fatality and Injury Reductions Through the Application of Various Countermeasures*

For purposes of this report, and the analytical framework it introduces, the expected effects of each countermeasure have been reduced to one single-valued estimate. These estimates were made by professionals in the field, on the basis of the information available to them.¹ It must be borne in mind by the reader that these cause and effect relationships, although they appear to be empirical, may in fact be very subjective. Further, this single value represents a guide or a benchmark for comparison purposes, but cannot portray the expected range of variations resulting from different applications. It is somewhat analogous to the single-valued miles-per-gallon estimates appearing on all new automobiles, which become a guide for comparing their relative gasoline efficiency, but cannot portray the variations which will be expected due to unit options, local highway conditions and individual driver behavior.

1.3.2 *Caveat 2—Governing the Conversion of Estimates of Countermeasure Effectiveness to Expected National Experience*

There are two potential pitfalls in making estimates of countermeasure effectiveness on a national scale. The first is that the research and experimentation which led to the effectiveness estimate was usually conducted on a limited scale, sometimes in several

States, but often in less. The generalization of these results to what would be expected as a national experience requires conclusions which extrapolate beyond the range of the data, and all such extrapolations are risky. Secondly, the effectiveness of any countermeasure is highly dependent upon the specific characteristics of the site where it is employed, or to what segment of the driving population it is aimed. It is also dependent upon what other complementary countermeasures may be in effect.

For these reasons, any estimates of effectiveness at a national scale must be conditioned with the recognition that these are anticipated average results. In actual practice a countermeasure deployed in one State may produce different results than in another. Within a State deployment at some sites may produce different results than deployment at other sites. Therefore, the findings presented below on a national basis cannot be viewed as prescriptive for the individual States. Rather, they represent guidance on how the States can most efficiently manage their own safety programs.

1.3.3 *Caveat 3—Governing What Benefits and Costs are Recognized*

It is required that this report consider all the options available to a highway safety program. To assess the comparative merits of each of these options, it is necessary that each be examined in a common framework: the costs it will entail, the benefits it will produce in terms of fatalities and accidents forestalled over the next decade. These options must, of course, be based on improving the system now in being. Therefore, each alternative countermeasure is examined in terms of its potential as an increment to the present system. Each is viewed in terms of how it may be incrementally deployed from 1977 to 1986; the costs identified are incremental costs attributable to that added deployment, the benefits identified are those that result from that added deployment.

¹The rationale for these estimates may be found in Appendix A of the complete report. It cites the sources used, the numerical inputs to the estimate and notes the quality of the data upon which the estimates are based. Two samples of that material appear in Appendix 3 of the complete report.

The analysis is oriented toward highway safety only. The comparisons made are concerned solely with safety costs and safety benefits. Safety costs include public monies for capital expenditures, for start-up costs, and for recurring costs. They include also the incremental costs which the user must pay as a result of new deployments of the countermeasure. If some countermeasures entail other societal costs, they have not been explicitly recognized. The safety benefits are only those of fatalities and accidents forestalled. Although deployment of some countermeasures may result in other external societal benefits, no attempt has been made to add them to the numerical tabulation.²

² Section 6.6 of the complete report briefly lists some of the spillover benefits associated with selected countermeasures.

Because the above caveats do prevail, the importance of this report is not that it identifies specific countermeasures for implementation, but that (1) it presents a methodology that can be used for improving the use of highway safety resources and for countermeasure development and (2) it provides coarse rankings of the relative effectiveness of the different countermeasures on a national scale. Although in actual application, the analysis will require detailed and objective data at the State and local levels, supported by indepth research and demonstration not available for this report, the comparative national rankings do provide at least preliminary estimates and guidance to those concerned with highway safety management as to what overall experience might be expected for most States.

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